

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
AMES, IA

AMES MUNI **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 31

NA when local weather not available.

ANKENY, IA

ANKENY RGNL **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON **RNAV (GPS) Rwy 14¹**
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL **ILS or LOC Rwy 36¹**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

NAME ALTERNATE MINIMUMS
CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL **ILS or LOC Rwy 10¹²**
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2½.

CEDAR RAPIDS, IA

THE EASTERN IOWA **ILS or LOC Rwy 9¹**
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27
VOR/DME Rwy 9

NA when local weather not available.

¹NA when control tower closed.

CENTERVILLE, IA

CENTERVILLE MUNI **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

CHARITON, IA

CHARITON MUNI **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
IOWA RGNL **LOC Rwy 12**
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
COUNTY RGNL **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2½.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

CLARINDA, IA

SCHENCK FIELD RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

CLARION, IA

CLARION MUNI NDB Rwy 14
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

CLINTON, IA

CLINTON MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ILS or LOC/DME Rwy 21
LOC/DME BC Rwy 201
VOR Rwy 132

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
BLUFFS MUNI ILS or LOC Rwy 36
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 33
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

DECORAH, IA

DECORAH MUNI RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DES MOINES, IA

DES MOINES INTL ILS or LOC Rwy 51
ILS or LOC Rwy 131
ILS or LOC Rwy 311
RNAV (GPS) Rwy 52
RNAV (GPS) Rwy 132
RNAV (GPS) Rwy 312
VOR/DME Rwy 233

¹Category E, 900-234.

²NA when local weather not available.

³Category C, 800-214; Category D, 800-214.

DUBUQUE, IA

DUBUQUE RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 131
VOR Rwy 311
VOR Rwy 36

NA when local weather not available.

¹Category D, 800-214.

ESTHERVILLE, IA

ESTHERVILLE MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

FARMINGTON, MO

FARMINGTON RGNL NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.

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ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI. RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI RNAV (GPS) Rwy 18
NA when local weather not available.

MONETT, MO

MONETT MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI NDB Rwy 33¹
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

¹Category C, 800-2½.

MUSCATINE, IA

MUSCATINE MUNI ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6²³
RNAV (GPS) Rwy 24²
VOR Rwy 6⁴

¹ILS, Categories B,C,D, 700-2.

²NA when local weather not available.

³Categories A, B, C, D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLA, IA

PELLA MUNI RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36¹
SDF Rwy 36²

¹NA when local weather not available.

²NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17

NA when local weather not available.

ROLLA-VICHY, MO

ROLLA NATIONAL RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22
VOR/DME Rwy 4

NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT RNAV (GPS) Rwy 18
VOR Rwy 18

NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ILS or LOC Rwy 35¹²
LOC BC Rwy 17¹³
RADAR-1⁴
RNAV (GPS) Rwy 35⁵⁶
VOR or TACAN Rwy 17⁵

¹NA when control tower closed.

²ILS, Category D, 700-2½; Category E, 1000-3.

LOC, Category D, 800-2½; Category E, 1000-3.

³Category D, 800-2½.

⁴PAR, Category D, 700-2½; Category E, 1000-3. ASR Category D, 800-2½; Category E, 1000-3.

⁵Category D, 800-2½; Category E, 1000-3.

⁶NA when local weather not available.

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ALTERNATE MINS

M5

NAME ALTERNATE MINIMUMS

ST. LOUIS, MO

LAMBERT-

ST. LOUIS INTL RNAV (GPS) Rwy 11
Category E, 800-2.

SPIRIT OF ST. LOUIS ILS or LOC Rwy 8R¹³

ILS or LOC Rwy 26L²⁴

RNAV (GPS) Rwy 8L¹

RNAV (GPS) Rwy 8R¹⁵

RNAV (GPS) Rwy 26L¹⁵

RNAV (GPS) Rwy 26R¹

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Categories A,B,C, 700-2; Category D,
700-2½. LOC, NA.

⁴ILS, Categories A,B,C, 700-2; Category D,
700-2½. LOC, Category D, 800-2½.

⁵Category D, 800-2½.

SHELDON, IA

SHELDON MUNI NDB Rwy 4

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 15¹

RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 800-2½.

SHENANDOAH, IA

SHENANDOAH MUNI RNAV (GPS) Rwy 4
NDB Rwy 4

NA when local weather not available.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL

BUD DAY FIELD ILS or LOC Rwy 13¹³

ILS or LOC Rwy 31³

NDB Rwy 35⁴

RNAV (GPS) Rwy 13²⁵

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 31²⁵

VOR/DME or TACAN Rwy 13²⁵

VOR or TACAN Rwy 31²⁵

¹NA when control tower closed.

²NA when local weather not available.

³ILS, LOC, Category E, 1000-3.

⁴Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2½.

⁵Category E, 1000-3.

SPENCER, IA

SPENCER MUNI RNAV (GPS) Rwy 12¹²

RNAV (GPS) Rwy 18¹²

RNAV (GPS) Rwy 30¹²

RNAV (GPS) Rwy 36¹²

VOR Rwy 12¹²

VOR Rwy 30³

¹NA when local weather not available.

²Category D, 800-2½.

³Category C, 800-2½, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON

NATIONAL RNAV (GPS) Rwy 2¹

RNAV (GPS) Rwy 20¹

VOR/DME or TACAN Rwy 2²

VOR or TACAN Rwy 20²

¹NA when local weather not available.

²Category E, 800-2½.

STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS

MEMORIAL AIRPARK RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR-A

Category C, 800-2½.

NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ILS or LOC Rwy 12¹

LOC BC Rwy 30

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

VOR Rwy 12

VOR/DME Rwy 30

NA when local weather not available.

¹ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI RNAV (GPS) Rwy 32

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)

AMDT 3 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)

AMDT 3 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

NAME TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13**, climb heading 133° to 2800 before turning right. **Rwy 19**, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31**, climb heading 313° to 1500 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13**, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19**, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31**, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA

ANKENY RGNL (IKV)
ORIG 96004 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.

NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO

BOLIVAR MUNI (M17)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1¼ or std. w/ min. climb of 252' per NM to 1400.

NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)
AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)
ORIG 83132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO

BRANSON (BBG)
ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.

NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.

NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL.

Rwy 36, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL.

Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL.

Pole 1066' from DER, 666' right of centerline 35' AGL/ 875' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

AMDT 1 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.

CABOOL, MO

CABOOL MEMORIAL (TVB)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO

CAMERON MEMORIAL (EZZ)

ORIG 10098 (FAA)

NOTE: **Rwy 17**, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/ 1041' MSL. **Rwy 35**, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/ 1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO

CAMDENTON MEMORIAL (H21)

AMDT 1 10266 (FAA)

NOTE: **Rwy 15**, trees beginning 2' from DER, 199' right of centerline, up to 100' AGL/1189' MSL. Trees beginning 25' from DER, 150' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 230' from DER, 502' right of centerline, up to 38' AGL/1078' MSL. Vehicle on road beginning 88' from DER, 257' right of centerline, up to 15' AGL/1085' MSL. REIL 39' from DER, 76' right of centerline, up to 2' AGL/1061' MSL. REIL 40' from DER, 76' left of centerline, up to 2' AGL/ 1061' MSL. **Rwy 33**, trees beginning 42' from DER, 42' right of centerline, up to 100' AGL/1159' MSL. Trees beginning 3' from DER, 130' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 575' from DER, 65' right of centerline, up to 30' AGL/1072' MSL. Power poles beginning 244' from DER, 142' left of centerline, up to 30' AGL/1101' MSL. Light poles beginning 142' from DER, 319' left of centerline, up to 26' AGL/1083' MSL. Fuel tank 72' from DER, 263' left of centerline, up to 17' AGL/1077' MSL. REIL 40' from DER, 76' right of centerline, up to 5' AGL/1054' MSL. REIL 41' from DER, 76' left of centerline, up to 5' AGL/1054' MSL. Fence 272' from DER, 258' left of centerline, up to 1' AGL/1059' MSL. Buildings beginning 150' from DER, 296' left of centerline, up to 20' AGL/1080' MSL.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)

AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20**, 300-1 or std. with a min. climb rate of 265' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28**, climb heading 280° to 1000 before turning northbound.

NOTE: **Rwy 2**, tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10**, trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/ 476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20**, trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA

ARTHUR N. NEU (CIN)

ORIG 90263 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05)

ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE, MO

CASSVILLE MUNI (94K)

ORIG 10154 (FAA)

NOTE: **Rwy 9**, tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

AMDT 4 10266 (FAA)

NOTE: **Rwy 9**, building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL. Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. **Rwy 13**, vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. **Rwy 27**, poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL. **Rwy 31**, vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

ORIG 10154 (FAA)

NOTE: **Rwy 16**, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/min. climb of 223' per NM to 1700 or 900-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL.

Rwy 35, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental. **Rwy 36**, 300-1½' or std. w/min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA

SCHENCK FIELD (ICL)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 020° to 1700 before turning left.

NOTE: **Rwy 2**, trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20**, trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA

CLARION MUNI (CAV)

AMDT 1 10042 (FAA)

NOTE: **Rwy 14**, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32**, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA

CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)

NOTE: **Rwy 3**, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21**, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32**, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI (UBX)
AMDT 1 83062 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.



10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**DES MOINES, IA**

DES MOINES INTL (DSM)

AMDT 10 03135 (FAA)

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2% for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course. NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental. NOTE: **Rwy 13**, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35**, NA-Environmental.

NOTE: **Rwy 13**, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31**, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)

AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 2100 before turning right.

NOTE: **Rwy 2**, trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. **Rwy 20**, trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. w/ a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

10266

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

FOREST CITY, IA

FOREST CITY MUNI (FXV)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-2¼ or std. w/a min. climb of 242' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 1800 before turning right.

NOTE: **Rwy 9**, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15**, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27**, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33**, vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

ORIG 10266 (FAA)

NOTE: **Rwy 17**, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. **Rwy 35**, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO

FREDERICKTOWN RGNL (H88)

ORIG 85213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.**FULTON, MO**

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

ORIG 10126 (FAA)

NOTE: **Rwy 18**, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36**, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.**HANNIBAL, MO**

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI (HNR)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-Environmental.
Rwy 15, 300-1½ or std. w/ min. climb of 250' per NM to 1600.

NOTE: **Rwy 15**, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL. Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. **Rwy 33**, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

ORIG 06271 (FAA)

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.



JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-
Environmental. **Rwy 32**, 500-2 or std. w/min. climb of
430' per NM to 1700.

NOTE: **Rwy 14**, fence 167' from DER, 253' left of
centerline, 8' AGL/1048' MSL. Vehicle on road 755' from
DER, 461' right of centerline, up to 15' AGL/1074' MSL.
Rwy 32, rising terrain beginning 16' from DER, 326' left
of centerline, up to 1049' MSL. Trees beginning 95' from
DER, left and right of centerline, up to 77' AGL/1127'
MSL. Vehicle on road beginning 294' from DER, 59'
right of centerline, up to 15' AGL/1059' MSL. Antenna
968' from DER, 706' left of centerline, 58' AGL/1108'
MSL. Grain elevator 8342' from DER, 1729' left of
centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-13'. **Rwy 27**, 300-
1½ or std. w/min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088°
to 1200 before proceeding on course. **Rwy 12**, climb
heading 120° to 1100 before proceeding on course. **Rwy**
27, climb heading 268° to 1100 before proceeding on
course. **Rwy 30**, climb heading 300° to 1000 before
proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure
end of runway, 598' right of centerline, 31' AGL/577'
MSL. Trees beginning 4022' from departure end of
runway, 1487' left to 1110' right of centerline, up to 100'
AGL/839' MSL. **Rwy 12**, trees beginning 2134' from
departure end of runway, 980' left of centerline, up to 56'
AGL/603' MSL. **Rwy 27**, hangar and trees beginning
600' from departure end of runway, 199' right of
centerline, up to 100' AGL/739' MSL. Antenna on bridge,
tower, water treatment plant, and trees beginning 94'
from departure end of runway, 113' left of centerline, up
to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign,
tower, poles, and trees beginning 617' from departure
end of runway, 216' left of centerline, up to 109' AGL/649'
MSL. Vehicles on road, pole and trees beginning 397'
from departure end of runway, 265' right of centerline, up
to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min.
climb of 328' per NM to 2500, or 1500-3 for climb in
visual conditions. **Rwy 23**, std. with a min. climb of
340' per NM to 2500, or 1500-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via
heading 134° to 2500 before proceeding on course.
Rwy 18, climb via heading 178° to 2500, or for climb
in visual conditions: cross departure end of runway
at or above 2300 before proceeding on course. **Rwy**
23, climb via heading 226° to 2500, or for climb in
visual conditions: cross departure end of runway at
or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from
departure end of runway, 277' left to 223' right of
centerline, up to 60' AGL/1050' MSL. **Rwy 13**,
multiple trees beginning 475' from departure end of
runway, 693' left to 1726' right of centerline, up to
100' AGL/1189' MSL. **Rwy 18**, obstruction light
1161' from departure end of runway, 265' right of
centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple
trees beginning 623' from departure end of runway,
267' left of 187' right of centerline, up to 70' AGL/
1032' MSL. **Rwy 31**, multiple trees beginning 1141'
from departure end of runway, 730' left of centerline,
up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 12' from
departure end of runway, 420' left of centerline, up to
37' AGL/906' MSL. Tree 338' from departure end of
runway, 481' right of centerline, 44' AGL/913' MSL.
Rwy 21, multiple trees beginning 266' from
departure end of runway, 395' left of centerline, up to
72' AGL/935' MSL. Multiple trees beginning 235'
from departure end of runway, 468' right of
centerline, up to 82' AGL/945' MSL.



KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/4 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 1/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

ORIG 05300 (FAA)

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OVV)
ORIG 10098 (FAA)

NOTE: **Rwy 15**, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33**, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)
ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

**LE MARS, IA**

LE MARS MUNI (LRJ)

AMDT 1A 07283 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course.**Rwy 36**, climb to 3500 before turning on course.NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.**LEBANON, MO**

FLOYD W JONES LEBANON (LBO)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.NOTE: **Rwy 18**, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36**, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.**LEE'S SUMMIT, MO**

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' left of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.**LEXINGTON, MO**

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.**MALDEN, MO**

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.**MAPLETON, IA**

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20**, 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.**MAQUOKETA, IA**

MAQUOKETA MUNI (OQW)

AMDT 1 10154 (FAA)

NOTE: **Rwy 15**, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33**, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.**MARSHALL, MO**

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2¾ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.**MARSHALLTOWN, IA**

MARSHALLTOWN MUNI (MIW)

ORIG 10266 (FAA)

NOTE: **Rwy 13**, vehicle on roadway beginning 245' from DER, 364' right of centerline, up to 15' AGL/994' MSL. Trees beginning 1789' from DER, right and left of centerline, up to 100' AGL/1079' MSL. **Rwy 18**, trees beginning 859' from DER, 208' right of centerline, up to 100' AGL/1069' MSL. **Rwy 36**, trees beginning 911' from DER, right and left of centerline, up to 100' AGL/1089' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)

AMDT 1 10266 (FAA)

NOTE: **Rwy 18**, trees and fence beginning 1' from DER, 437' left of centerline, up to 100' AGL/1389' MSL. Trees beginning 1106' from DER, 292' right of centerline, up to 100' AGL/1389' MSL. **Rwy 36**, multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 399' right of centerline, up to 100' AGL/1409' MSL. Tree 1005' from DER, 520' left of centerline, 63' AGL/1353' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)

AMDT 4 01361 (FAA)

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

ORIG 06271 (FAA)

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-Environmental. **Rwy 33**, 400-2½ or std. w/ min. climb of 244' per NM to 1300.

NOTE: **Rwy 15**, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL. **Rwy 33**, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)

AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8**, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26**, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

AMDT 3 93007 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course.

Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HUGH ROBINSON (EOS)

ORIG 07130 (FAA)

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.



NEVADA, MO

NEVADA MUNI (NVD)

ORIG 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.NOTE: **Rwy 2**, trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO

COUNTY MEMORIAL (EIW)

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI (TNU)

ORIG 07074 (FAA)

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA

ORANGE CITY MUNI (ORC)

ORIG 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

AMDT 1 90039 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.**Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO

PERRYVILLE MUNI (K02)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2½ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. **Rwy 20**, 400-2½ or std. w/ min. climb of 300' per NM to 800.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1200 before proceeding on course. **Rwy 20**, climb heading 197° to 900 before turning left.NOTE: **Rwy 2**, vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20**, vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

**POCAHONTAS, IA**

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.**POINT LOOKOUT, MO**

M. GRAHAM CLARK-TANEY COUNTY (PLK)

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.**POPLAR BLUFF, MO**

POPLAR BLUFF MUNI (POF)

AMDT 1 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.**POTOSI, MO**

WASHINGTON COUNTY (8WC)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.**RED OAK, IA**

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.**ROCK RAPIDS, IA**

ROCK RAPIDS MUNI (RRQ)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.**ROLLA, MO**

ROLLA DOWNTOWN (K07)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.**ROLLA/VICHY, MO**

ROLLA NATIONAL (VIH)

ORIG 10266 (FAA)

NOTE: **Rwy 13**, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL.**Rwy 22**, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. **Rwy 31**, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.**SAC CITY, IA**

SAC CITY MUNI (SKI)

ORIG 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL.**Rwy 32**, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36**, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.**ST. CHARLES, MO**

ST. CHARLES COUNTY SMARTT (SET)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.



ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. w/ min. climb of 325' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1 or std. w/ min. climb of 407' per NM to 900. **Rwy 30L**, 200-1 or std. w/ min. climb of 241' per NM to 800. **Rwy 30R**, 200-1½ or std. w/ min. climb of 322' per NM to 900.NOTE: **Rwy 6**, railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. **Rwy 11**, multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. **Rwy 12L**, tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. **Rwy 12R**, traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. **Rwy 30L**, multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. **Rwy 30R**, obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 200-1½ or std. w/ min. climb of 238' per NM to 700. **Rwy 26L**, 200-2 or std. w/ min. climb of 231' per NM to 900.NOTE: **Rwy 8L**, multiple trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL. Multiple trees and fence beginning 46' from DER, 72' right of centerline, up to 57' AGL/516' MSL. **Rwy 8R**, railroad and antenna on building beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL. **Rwy 26L**, tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL. **Rwy 26R**, multiple trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****SIKESTON, MO**

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIoux CENTER, IA

SIoux CENTER MUNI (SOY)
AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 174° to 2000 before turning east.

NOTE: **Rwy 18**, trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36**, trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIoux CITY, IA

SIoux GATEWAY/COLONEL BUD DAY
FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA

SPENCER MUNI (SPW)
ORIG 10154 (FAA)

NOTE: **Rwy 12**, ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18**, vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUW)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.

NOTE: **Rwy 11**, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL.

Rwy 29, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)
ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK
(VTI)
AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO

SKYHAVEN (RCM)
AMDT 1 07130 (FAA)

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.



WASHINGTON, IA

WASHINGTON MUNI (AWG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 13**, vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36**, tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)

ORIG 06271 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)

ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environment.

NOTE: **Rwy 14**, trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32**, vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)

AMDT 2 10210 (FAA)

NOTE: **Rwy 17**, tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. **Rwy 35**, tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/ 885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19**, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/ 851' MSL, 57' from DER, 468' left of centerline. Aircraft 17' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)

AMDT 1 95089 (FAA)

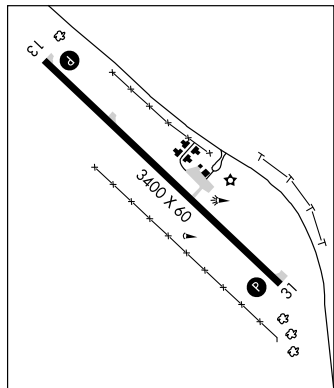
TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

ACKLEY MUNI (4C7) 1 SE UTC-6(-5DT) N42°32.85' W93°02.01'
 1070 NOTAM FILE FOD
RWY 15-33: 2725X100 (TURF)
RWY 33: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Apr. Radio controlled aircraft activity.
COMMUNICATIONS: CTAF 122.9

OMAHA

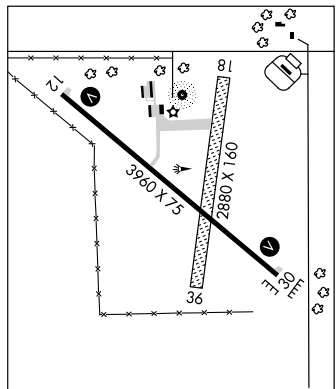
ALBIA MUNI (4C8) 3 SE UTC-6(-5DT) N40°59.67' W92°45.78'
 963 B FUEL 100LL NOTAM FILE FOD
RWY 13-31: H3400X60 (ASPH) S-15 MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 30'. P-line.
RWY 31: PAPI(P2L)—GA 3.0° TCH 30'. Tree.
AIRPORT REMARKS: Unattended. For svc call 515-932-7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
 Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VOR/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 258° 20.0 NM to fld. 820/6E. **HIWAS.**

CHICAGO
 L-121, 27A
 IAP



ALGONA MUNI (AXA) 2 W UTC-6(-5DT) N43°04.67' W94°16.32'
 1219 B S4 FUEL 100LL, JET A NOTAM FILE AXA
RWY 12-30: H3960X75 (CONC) S-30, D-48 MIRL
RWY 12: REIL. SAVASI(S2L). Road.
RWY 30: REIL. SAVASI(S2R). Road.
RWY 18-36: 2880X160 (TURF) 0.3% up N
RWY 18: Road. **RWY 36:** Fence.
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat 1400-1800Z±. Rwy 12 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 12-30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS-3 118.475 (515) 295-9634.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 355° 28.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 403 AXA N43°04.88' W94°16.35' at fld.
 NOTAM FILE AXA.

OMAHA
 L-121
 IAP



ALLISON MUNI (K98) 0 NW UTC-6(-5DT) N42°45.83' W92°48.26'
 1053 TPA-1853(800) NOTAM FILE FOD
RWY 18-36: 1790X175 (TURF)
RWY 36: Pole.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

CHICAGO

RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

APP CRS 307°	Rwy Idg TDZE Apt Elev	3400 963 963
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ANA

Use Ottumwa altimeter setting.

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

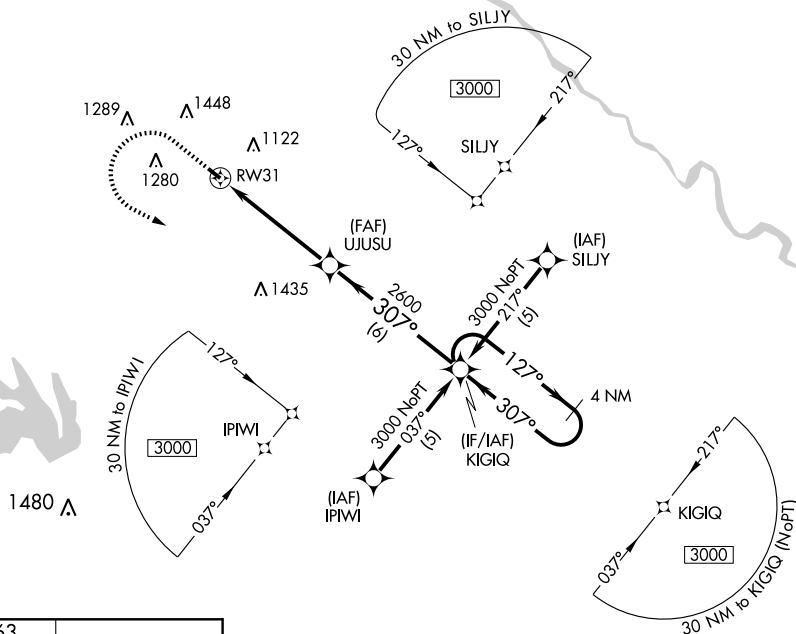
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER

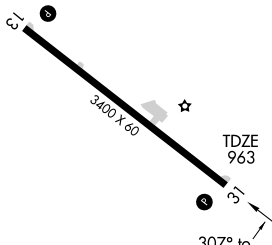
118.15 354.1

UNICOM

122.8 (CTAF)



ELEV 963



MIRL Rwy 13-31

ALBIA, IOWA
Orig 09239

41°00'N - 92°46'W

ALBIA MUNI (4C8)

RNAV (GPS) RWY 31

NC-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME OTM 111.6 Chan 53	APP CRS 258°	Rwy Idg TDZE Apt Elev	N/A N/A 963
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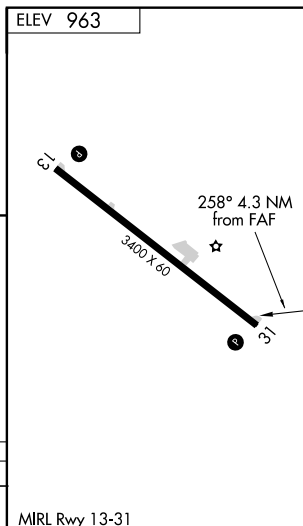
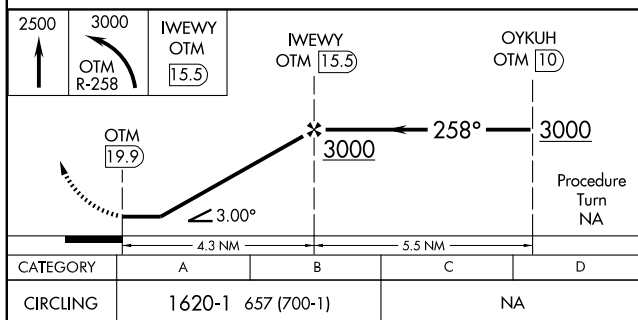
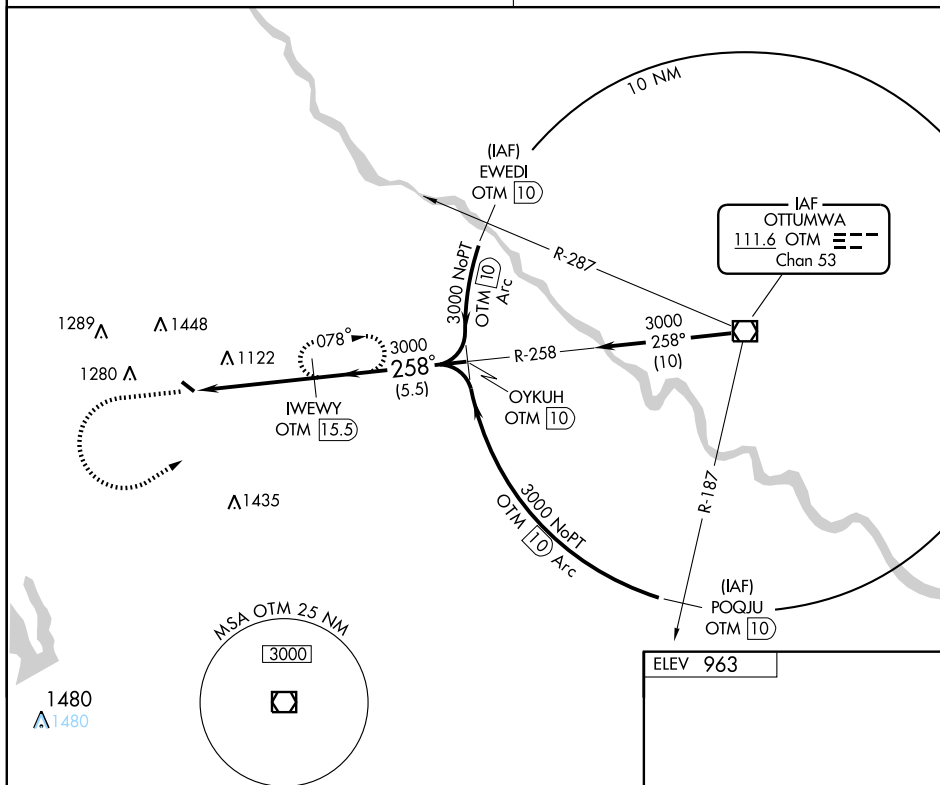
VOR/DME-A
ALBIA MUNI (4C8)

T Use Ottumwa altimeter setting.
NA

MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF)

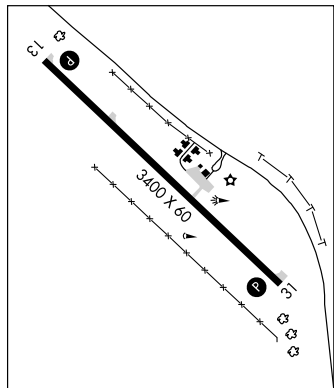


ACKLEY MUNI (4C7) 1 SE UTC-6(-5DT) N42°32.85' W93°02.01'
 1070 NOTAM FILE FOD
RWY 15-33: 2725X100 (TURF)
RWY 33: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Apr. Radio controlled aircraft activity.
COMMUNICATIONS: CTAF 122.9

OMAHA

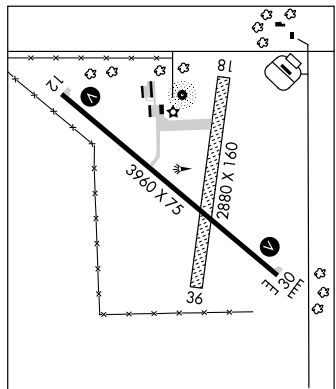
ALBIA MUNI (4C8) 3 SE UTC-6(-5DT) N40°59.67' W92°45.78'
 963 B FUEL 100LL NOTAM FILE FOD
RWY 13-31: H3400X60 (ASPH) S-15 MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 30'. P-line.
RWY 31: PAPI(P2L)—GA 3.0° TCH 30'. Tree.
AIRPORT REMARKS: Unattended. For svc call 515-932-7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
 (R) **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VOR/DME 111.6 OTM Chan 53 N41°01.75'
 W92°19.56' 258° 20.0 NM to fld. 820/6E. **HIWAS.**

CHICAGO
 L-121, 27A
 IAP



ALGONA MUNI (AXA) 2 W UTC-6(-5DT) N43°04.67' W94°16.32'
 1219 B S4 FUEL 100LL, JET A NOTAM FILE AXA
RWY 12-30: H3960X75 (CONC) S-30, D-48 MIRL
RWY 12: REIL. SAVASI(S2L). Road.
RWY 30: REIL. SAVASI(S2R). Road.
RWY 18-36: 2880X160 (TURF) 0.3% up N
RWY 18: Road. **RWY 36:** Fence.
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat 1400-1800Z±. Rwy 12 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 12-30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS-3 118.475 (515) 295-9634.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'
 W94°17.69' 355° 28.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 403 AXA N43°04.88' W94°16.35' at fld.
 NOTAM FILE AXA.

OMAHA
 L-121
 IAP



ALLISON MUNI (K98) 0 NW UTC-6(-5DT) N42°45.83' W92°48.26'
 1053 TPA-1853(800) NOTAM FILE FOD
RWY 18-36: 1790X175 (TURF)
RWY 36: Pole.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

CHICAGO

NDB AXA 403	APP CRS 111°	Rwy Idg TDZE Apt Elev	3960 1219 1219
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NDB or GPS RWY 12

ALGONA MUNI (AXA)

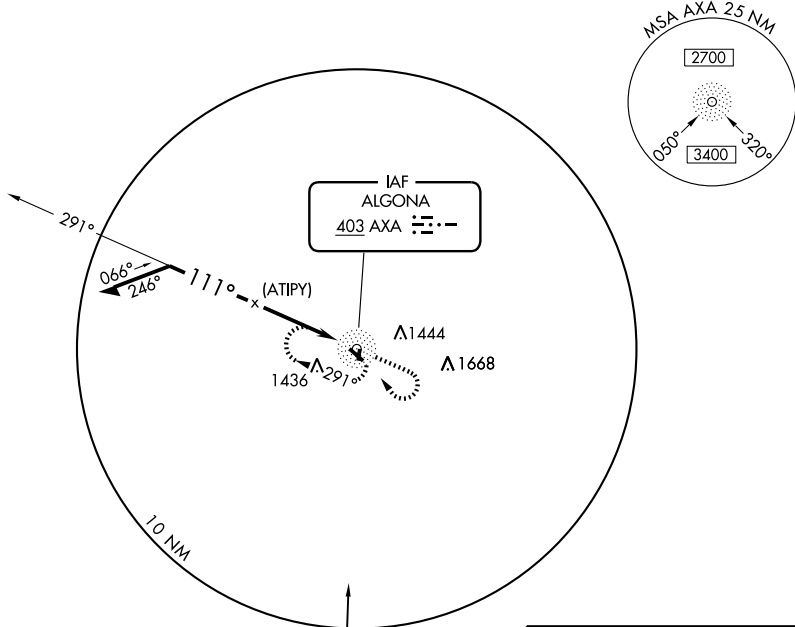


MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3
118.475

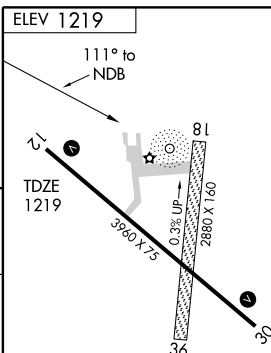
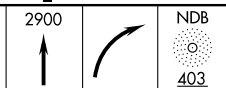
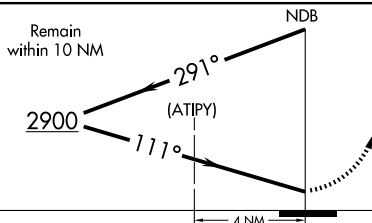
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



FORT DODGE
113.5 FOD
Chan 82

2365 Δ



CATEGORY	A	B	C	D
S-12	1840-1	621 (700-1)	NA	
CIRCLING	1840-1	621 (700-1)	NA	

MIRL Rwy 12-30
REIL Rws 12 and 30

APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

RNAV (GPS) RWY 30

ALGONA MUNI (A.XA)

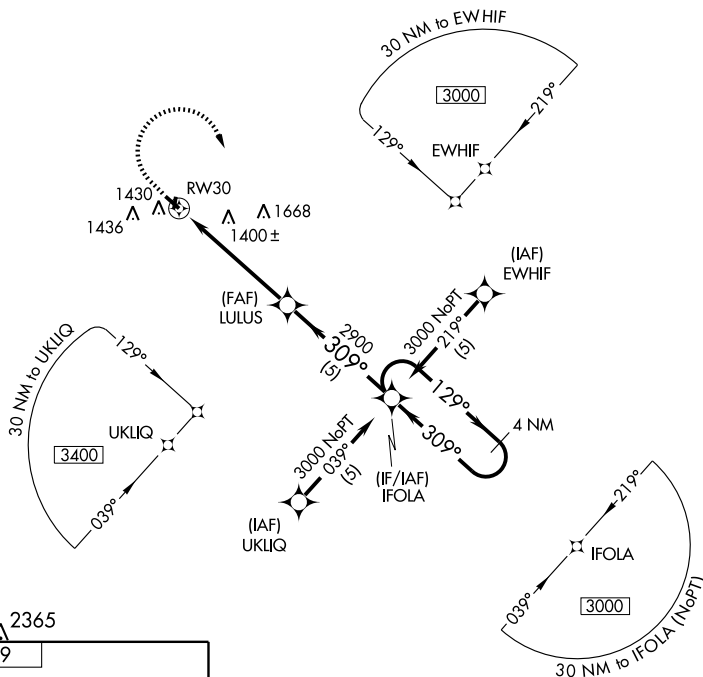
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

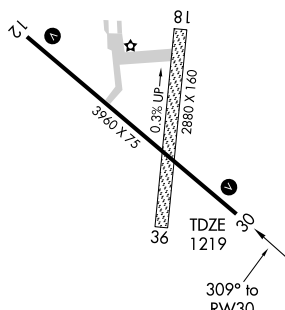
AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



ELEV 1219



MRL Rwy 12-30
REIL Rws 12 and 30

	2500	3000	IFOLA	
	↑	↪	✧	
			LULUS	IFOLA
		1.3 NM to RW30	3.00°	4 NM Holding Pattern
		TCH 40	2900	3000
		1.3	3.9 NM	5 NM
CATEGORY	A	B	C	D
LNAV MDA	1660-1	441 (500-1)	NA	NA
CIRCLING	1740-1	521 (600-1)	NA	NA

VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev	N/A N/A 1219
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VOR/DME or GPS-A

ALGONA MUNI (AXA)

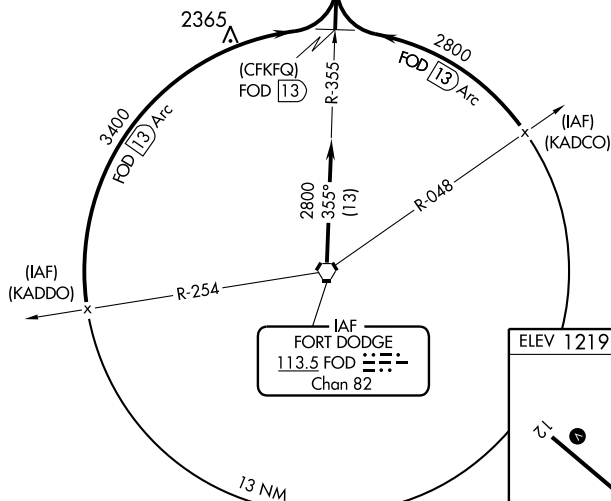
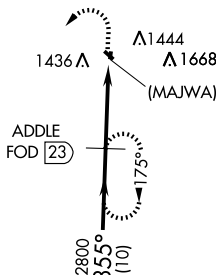
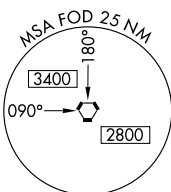


MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

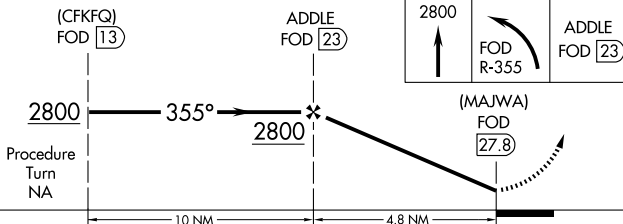
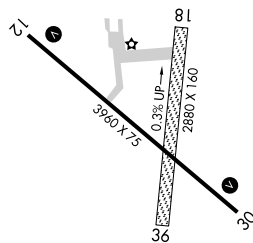
AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



ELEV 1219



MIRL Rwy 12-30 0
REIL Rws 12 and 30 0

CATEGORY	A	B	C	D
CIRCUING	1780-1 561 (600-1)	1800-1½ 581 (600-1½)	NA	

AMANA (C11) 0 SE UTC-6(-5DT) N41°47.62' W91°51.89'

CHICAGO

712 NOTAM FILE FOD

RWY 08-26: 2600X95 (TURF)

RWY 08: P-line. **RWY 26:** Tree.

AIRPORT REMARKS: Attended Mar-Nov irregularly. Arpt CLOSED from first snow to early spring. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Ditches at rwy edges. Landing fee.

COMMUNICATIONS: CTAF 122.9

AMES MUNI (AMW) 2 SE UTC-6(-5DT) N41°59.52' W93°37.31'

OMAHA

956 B S4 FUEL 100, JET A NOTAM FILE AMW

H-5C, L-12J

RWY 01-19: H5701X100 (ASPH) S-30, D-38 MIRL 0.6% up S

IAP

RWY 01: MALSR. Tree. Rgt tfc.

RWY 19: VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 13-31: H3491X75 (CONC) S-30 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 43'. Tree. Rgt tfc.

RWY 31: VASI(V4L)—GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. Be alert for glider and ultralight ops invof arpt. Bird activity on and invof arpt spring and fall. Rwy 01 is calm wind rwy. ACTIVATE MIRL Rwy 01-19 and Rwy 13-31, MALSR Rwy 01, VASI Rwy 13, Rwy 31 and Rwy 19-126.0.

WEATHER DATA SOURCES: ASOS 132.025 (515) 233-2611.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

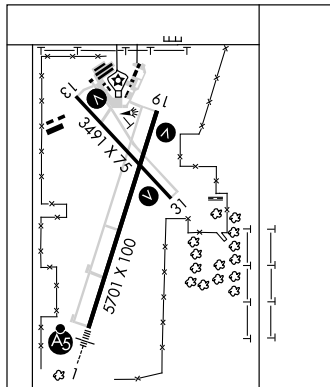
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 296° 26.2 NM to fld. 980/3E.

MERLE NDB (LOM) 362 EE N41°54.18' W93°39.53' 013° 5.6

NM to fld. Unmonitored.

ILS 110.7 I-EEE Rwy 01. LOM MERLE NDB. Glideslope unusable byd 5° left and 3.5° right of LOC course. ILS unmonitored.



ANITA MUNI-KEVIN BURKE MEM FLD (Y43) 1 S UTC-6(-5DT) N41°26.42' W94°46.18'

OMAHA

1251 TPA-2151(900) NOTAM FILE FOD

RWY 05-23: 2825X95 (TURF) LIRL

RWY 05: Tree. **RWY 23:** Tree.

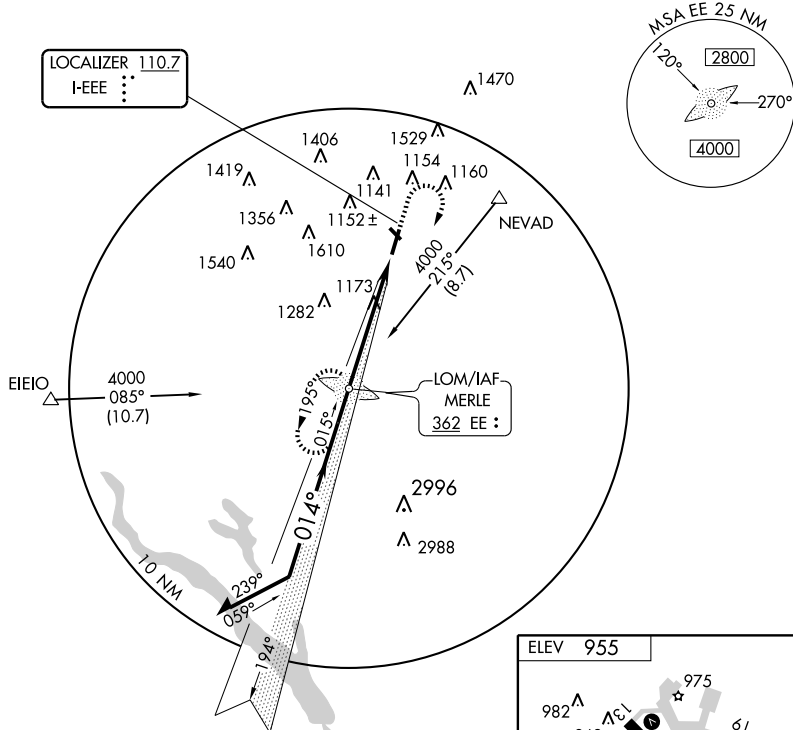
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 05-23 sides and thlds marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

LOC I-EEE 110.7	APP CRS 014°	Rwy Idg TDZE Apt Elev	5701 955 955
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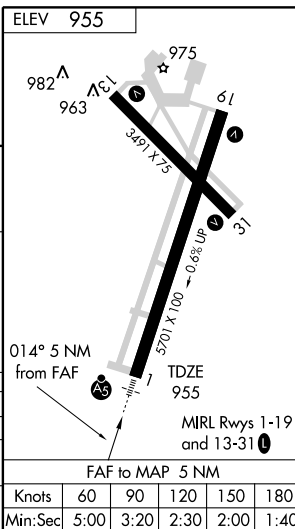
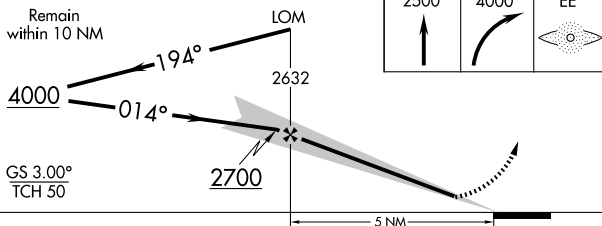
ILS or LOC RWY 1
AMES MUNI (AMW)

<div><div><div></div><div>▼</div></div><div><div>▲</div><div>NA</div></div></div> <div>For inoperative MALSR, increase S-LOC 1 Cats A/B visibility to 1.</div>	<div><div>MALSR</div><div><div><div></div><div>▲</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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ADF REQUIRED

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 1		1261-¾	305 (400-¾)	
S-LOC 1		1440-¾	485 (500-¾)	1440-1 485 (500-1)
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	1520-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WAAS CH 72717 W01A	APP CRS 014°	Rwy Idg TDZE Apt Elev	5701 956 956
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RNAV (GPS) RWY 1

AMES MUNI (AMW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Baro-VNAV and VDP NA when using Ankeny altimeter setting. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inoperative MALSRS, increase LNAV Cats A, B visibility to 1 mile. For inoperative MALSRS, when using Ankeny altimeter setting increase LPV all Cats visibility to 1¼ mile and LNAV Cats A, B visibility to 1 mile.



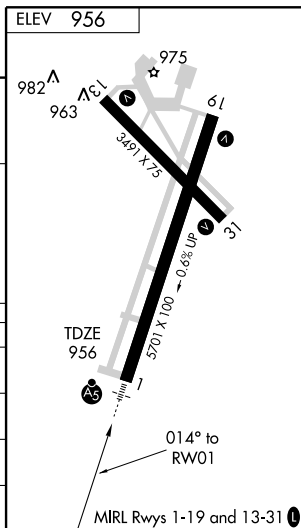
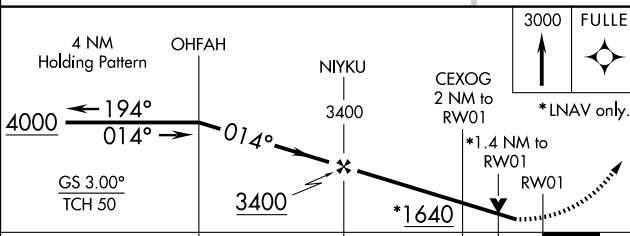
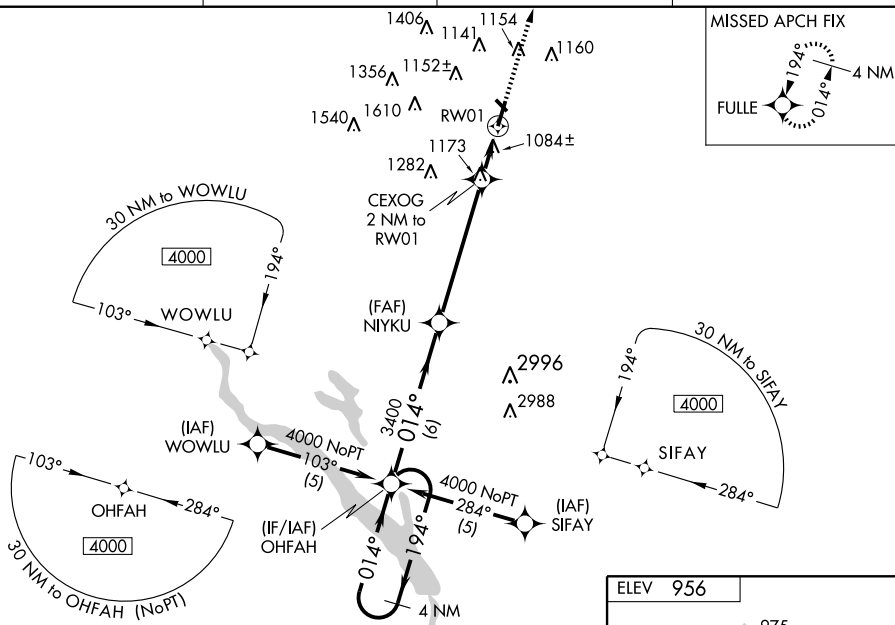
MISSED APPROACH:
Climb to 3000 direct FULLE and hold.

ASOS
132.025

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0 0

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1261-¾	305 (400-¾)		NA
LNAV/VNAV DA	1364-1	408 (500-1)		NA
LNAV MDA	1440-¾	484 (500-¾)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

WAAS CH 63117 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	3491 930 956
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RNAV (GPS) RWY 13

AMES MUNI (AMW)

- ▼ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

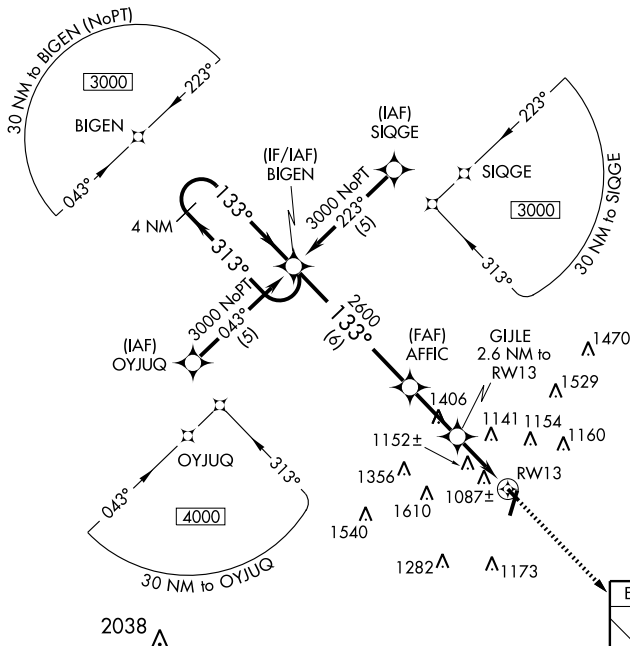
MISSED APPROACH:
Climb to 3000 direct
MOXIW and hold.

ASOS
132.025

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0 0

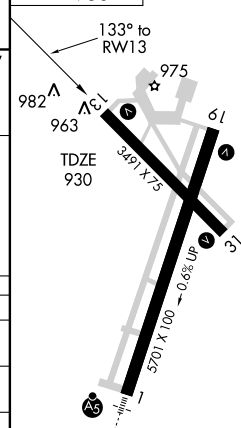
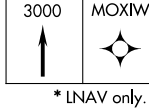
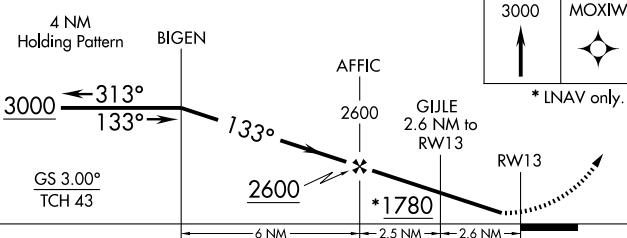
UNICOM
122.7 (CTAF)



MISSED APCH FIX



ELEV 956



CATEGORY	A	B	C	D
LPV DA	1224-1	294 (300-1)		NA
LNAV/VNAV DA	1478-2	548 (600-1)		NA
LNAV MDA	1420-1	490 (500-1)	1420-1¼ 490 (500-1¼)	NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

MIRL Rwy 1-19 and 13-31 0

WAAS CH 61217 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	5701 937 956
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RNAV (GPS) RWY 19

AMES MUNI (AMW)

⚠ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

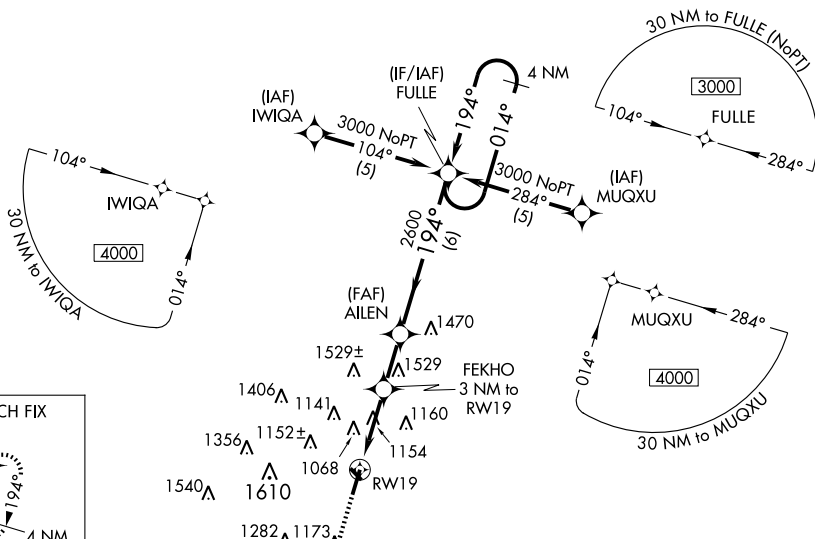
MISSED APPROACH:
Climb to 4000 direct OHFAH and hold.

ASOS
132.025

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0

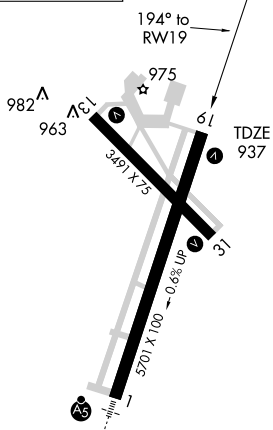
UNICOM
122.7 (CTAF)



MISSED APCH FIX



ELEV 956



MIRL Rwy 1-19 and 13-31

4000

OHFAH

↑

✦

*LNAV only.

FEKHO

3 NM to RW19

AILEN

2600

FULLE

4 NM Holding Pattern

RW19

014°

194°

3000

GS 3.00°

TCH 48

3 NM

2.1 NM

6 NM

*1920

2600

CATEGORY	A	B	C	D
LPV DA	1187-1 250 (300-1)			NA
LNAV/VNAV DA	1352-1½ 415 (400-1½)			NA
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

RNAV (GPS) RWY 31
AMES MUNI (AMW)

MISSED APPROACH:
Climb to 3000 direct
BIGEN and hold.

Station	Lat (°N)	Long (°E)
1470	34.7	140.0
1529	34.5	140.5
1154	34.2	140.8
1160	34.1	141.0
1141	34.0	141.2
1406	33.8	141.5
1152±	33.7	141.8
1356	33.6	142.0
1610	33.5	142.2
1540	33.4	142.5
1282	33.3	142.8
1059±	33.2	143.0
1173	33.1	143.2
RW31	33.0	143.5
HEGBO	32.9	143.8
1.9 NM to RW31	32.8	144.0
1189±	32.7	144.2
(FAF) OSEWE	32.6	144.5
2600	32.5	144.8
3000 NoPT	32.4	145.0
(IAF) OYTOV	32.3	145.2
3000	32.2	145.5
2996	32.1	145.8
2988	32.0	146.0
4000	31.9	146.2
3000 NoPT	31.8	146.5
(IAF) IWELA	31.7	146.8
3000	31.6	147.0
3100	31.5	147.2
3000	31.4	147.5
3000	31.3	147.8
3000	31.2	148.0
3000	31.1	148.2
3000	31.0	148.5
3000	30.9	148.8
3000	30.8	149.0
3000	30.7	149.2
3000	30.6	149.5
3000	30.5	149.8
3000	30.4	150.0
3000	30.3	150.2
3000	30.2	150.5
3000	30.1	150.8
3000	30.0	151.0

***RNAV only.**

3000
↑
BIGEN

HEGBO
1.9 NM to RW31

RW31

OSEWE
2600

MOXIW

4 NM Holding Pattern

133° → 3000
← 313°

313°

2600

GS 3.00°
TCH 36

1.9 NM 3.2 NM 7.9 NM

CATEGORY	A	B	C	D
LPV DA	1205-1	275 (300-1)		NA
LNAP/ VNAV	1436-1 ^¾	506 (500-1 ^¾)		NA
LNAP MDA	1320-1	390 (400-1)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

VOR/DME TNU 112.5 Chgn 72	APP CRS 296°	Rwy Idg 3491 TDZE 930 Apt Elev 955
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VOR RWY 31
AMES MUNI (AMW)

	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.
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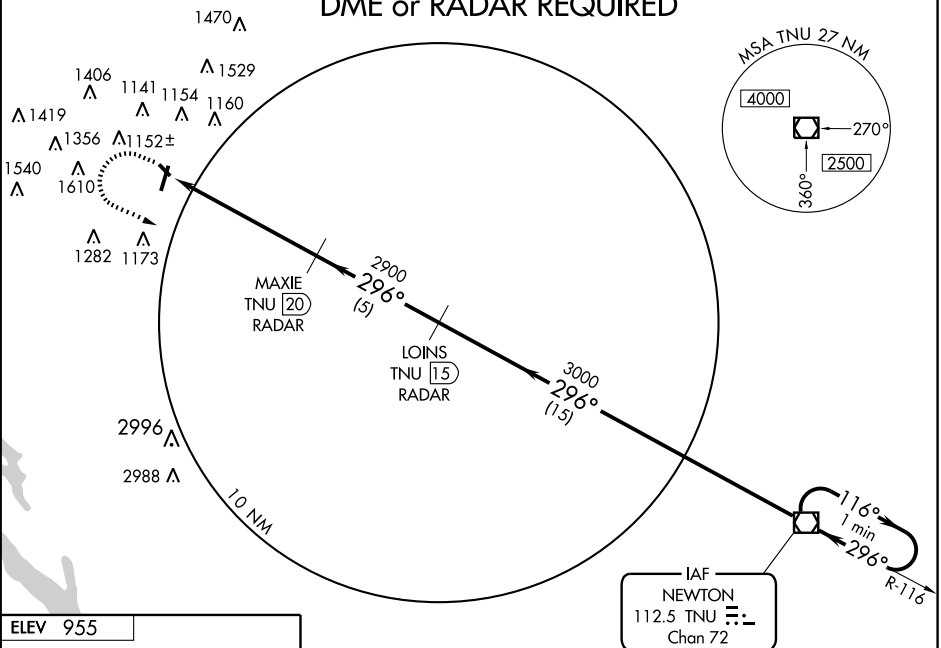
ASOS
132.025

DES MOINES APP CON
123.9 307.15

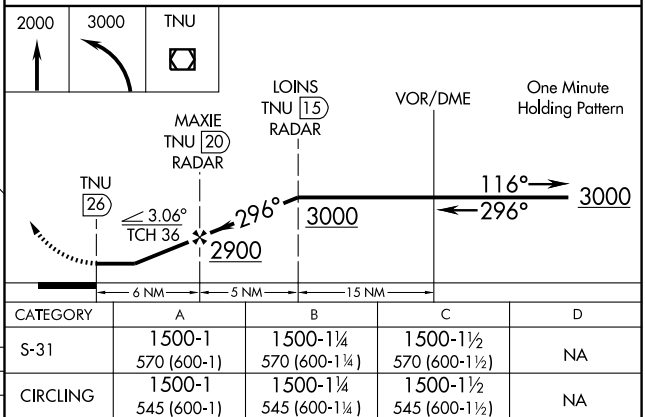
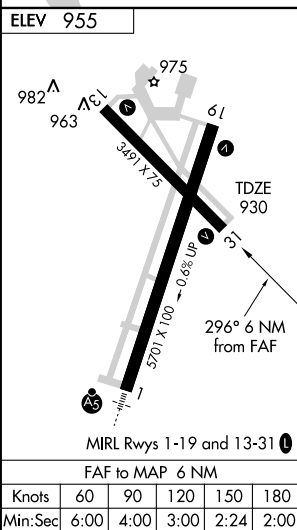
CLNC DEL
126.0 L

UNICOM
122.7 (CTAF)

DME or RADAR REQUIRED



NoPT for arrivals on TNU VOR/DME
airway radials 031 clockwise 081.



ANKENY RGNL (IKV) 1 SE UTC-6(-5DT) N41°41.47' W93°33.99'

910 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE IKV

RWY 18-36: H5500X100 (CONC) S-30, D-40 MIRL 0.3% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28'. P-line. Rgt tfc.

RWY 04-22: H3855X75 (CONC) S-30, D-40 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32'. Road. Rgt tfc.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Road.

AIRPORT REMARKS: Attended 1200Z+0300Z+. Be aware of acct operating in vol of Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots.
 ACTIVATE MIRL Rwy 04-22 and Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (515) 965-5764.**COMMUNICATIONS:** CTAF/UNICOM 122.9

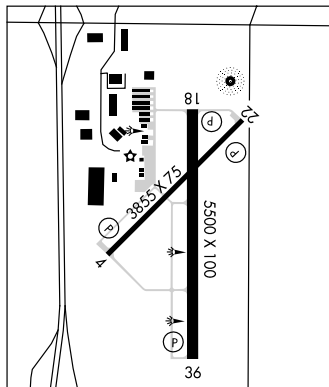
Ⓡ DES MOINES APP/DEP CON 123.9 CLNC DEL 126.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'
 W93°38.92' 007° 15.7 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 275 IKV N41°41.92' W93°33.81' at fld. NOTAM FILE
 IKV.

ILS/DME 111.1 I-FVH Chan 48 Rwy 36. ILS unmonitored.**ARTHUR N NEU** (See CARROLL)**ATLANTIC MUNI** (AIO) 2 W UTC-6(-5DT) N41°24.23' W95°02.93'

1165 B S2 FUEL 100LL, JET A TPA—1965(800) NOTAM FILE AIO

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P2L) RWY 20: REIL. PAPI(P2L)

RWY 12-30: H3132X75 (ASPH) S-12.5 MIRL 0.7% up NW

RWY 12: REIL. PVASI(P2L). Thld displcd 290'. Tree.

RWY 30: REIL. PVASI(P2L). Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3132 TODA-3132 ASDA-3132 LDA-2842

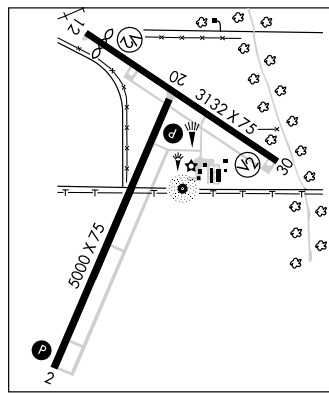
RWY 30: TORA-3132 TODA-3132 ASDA-3132 LDA-3132

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+, Sat 1400-1800Z+. For svc after hrs call 712-267-3263. Ultralight activity on and in vol of arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (712) 243-2748.**COMMUNICATIONS:** CTAF/UNICOM 122.7**MINNEAPOLIS CENTER APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'
 W95°44.20' 057° 34.2 NM to fld. 1300/8E. **HIWAS.**

NDB (MHW) 365 AIO N41°24.24' W95°02.78' at fld.
 NOTAM FILE AIO. SHUTDOWN.



OMAHA
 H-5C, L-12J
 IAP

ILS or LOC RWY 36

ANKENY RGNL (IKV)

LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg TDZE 891 Apt Elev 910
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NA Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

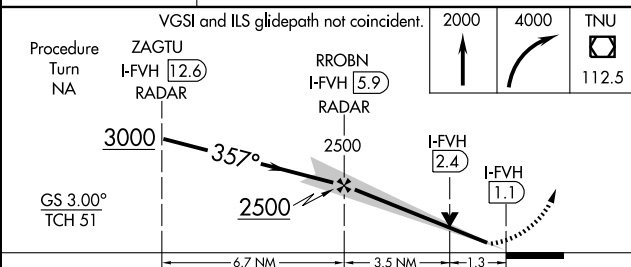
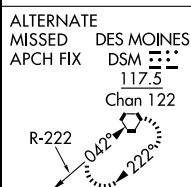
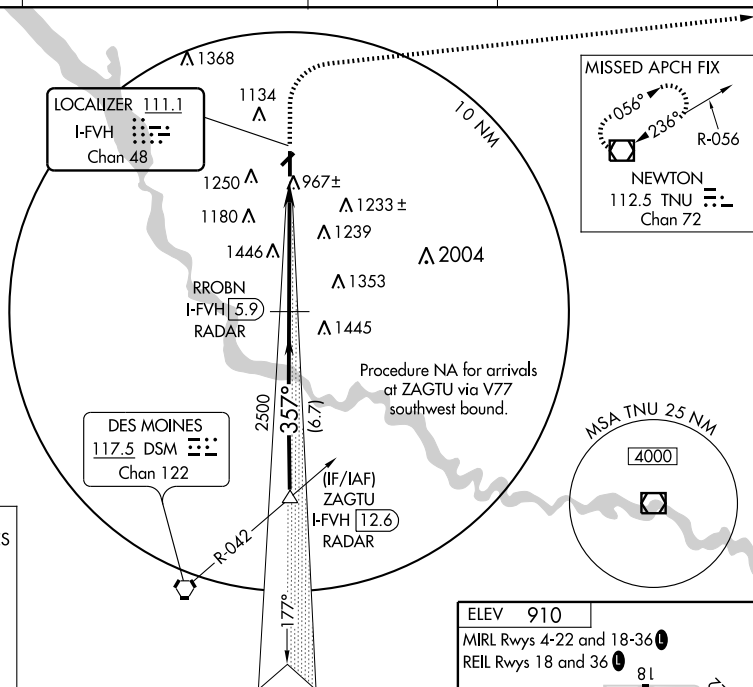
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3
119.175

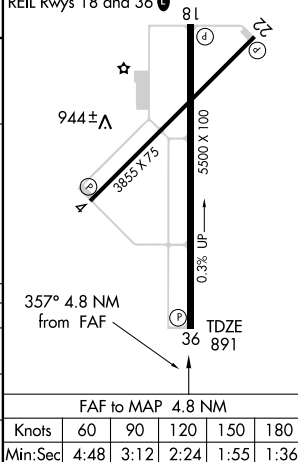
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

UNICOM
122.9 (CTAF) 0



ELEV 910
MIRL Rwy 4-22 and 18-36
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-ILS 36	1141- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1560-1 650 (700-1)		1560-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	NA

APP CRS	Rwy ldg	5500
177°	TDZE	903
	Apt Elev	910

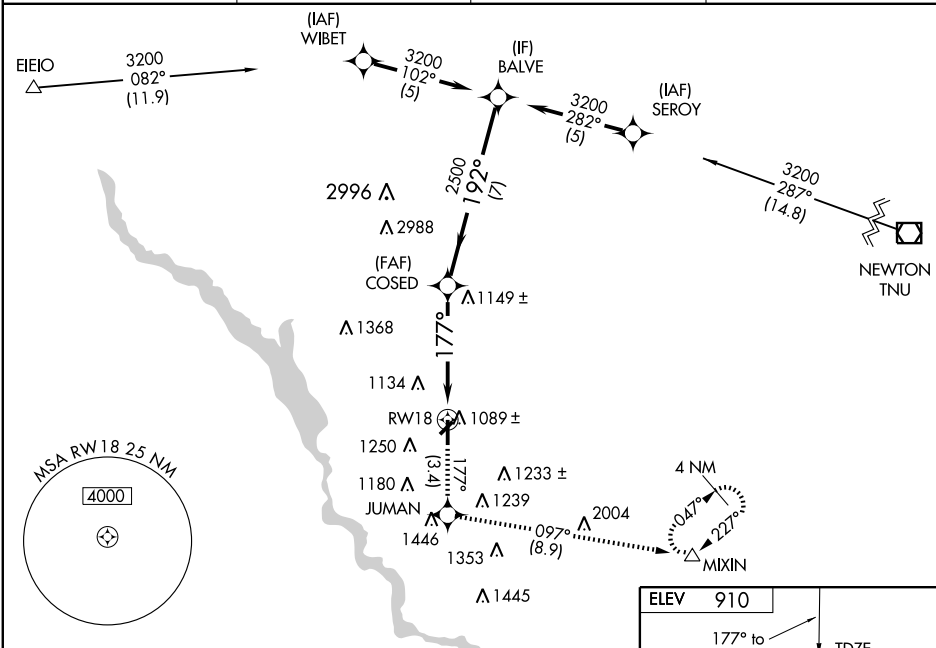
RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

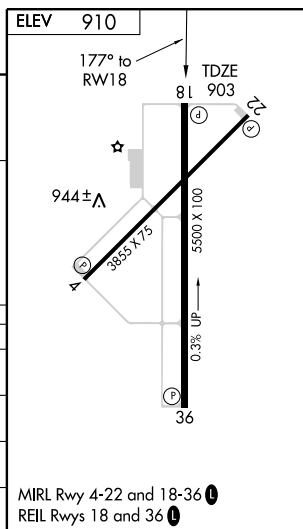
⚠ DME/DME RNP-0.3 NA. Circling Rwy 22 NA at night.
⚠ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cnts visibility ½ mile.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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VGSI and RNAV glidepath not coincident			
Procedure Turn NA BALVE 3200 192° 2500 177° COSED 7 NM 3.3 NM 1.5 NM RW18 *1.5 NM to RW18 *LNAV only JUMAN 4000 177° MIXIN 097° GS 3.00° TCH 45			
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	1478-2 575 (600-2)		
LNAV MDA	1340-1 437 (500-1)	1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½ 650 (700-1½)	1560-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 18-36 0
 REIL Rwy 18 and 36 0

APP CRS 222°	Rwy Idg TDZE 900	3855
	Apt Elev 910	

RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ When local altimeter setting not received, use Des Moines
 Intl altimeter setting and increase all MDA 40 feet. Increase
 LNAV and circling Cat C visibility ¼ mile.

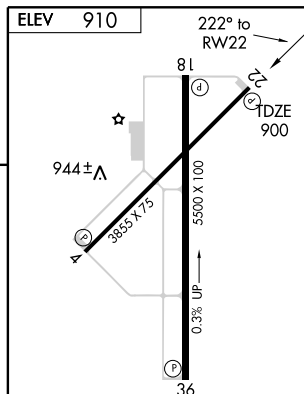
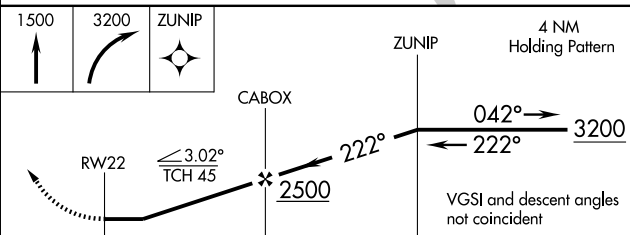
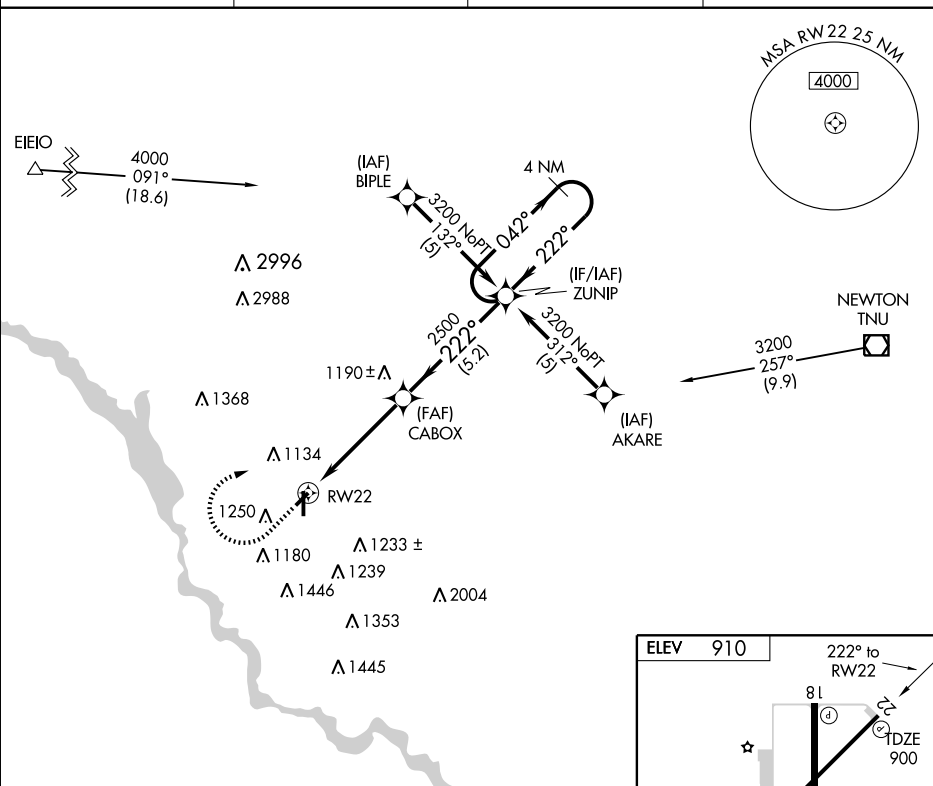
MISSED APPROACH: Climb to 1500 then right climbing
 turn to 3200 direct ZUNIP WP and hold.

AWOS-3
119.175

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

UNICOM
122.9 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¼ 650 (700-1¼)	NA

MIRL Rwy 4-22 and 18-36
 REIL Rwy 18 and 36

WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
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RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

- ▼** Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
- ▲** Visibility reduction by helicopters NA.
- When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ mile.
- VDP NA when using Des Moines Intl altimeter setting.

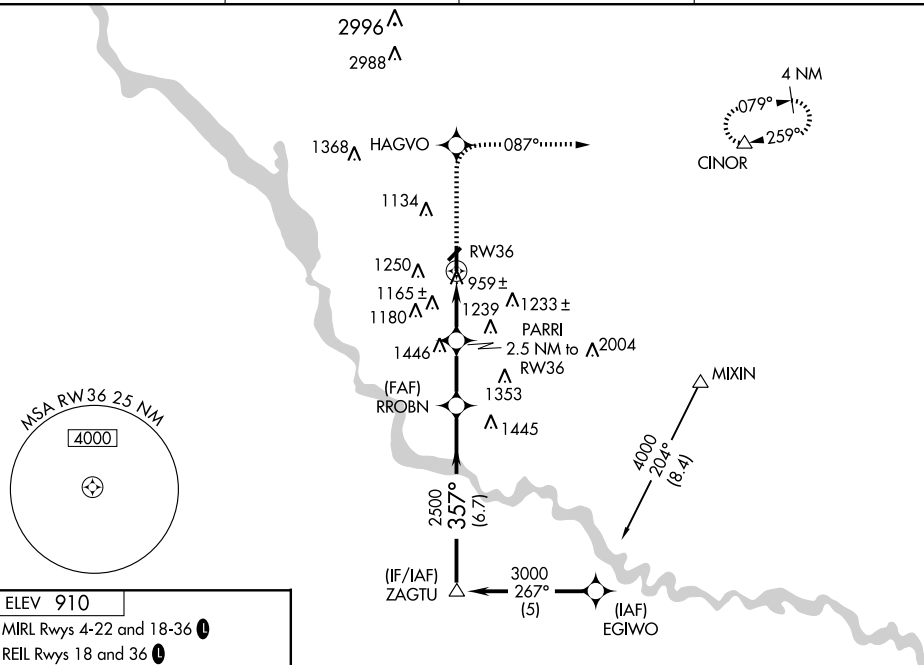
MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3
119.175

DES MOINES APP CON
123.9 307.15

CINC DEL
126.65

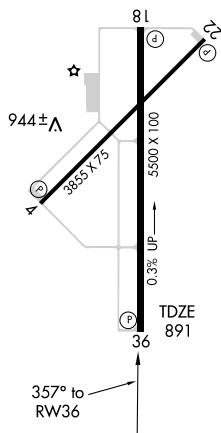
UNICOM
122.9 (CTAF) ①



ELEV 910

MIRL Rwy 4-22 and 18-36 ①

REIL Rwy 18 and 36 ①



<p>VGS1 and RNAV glidepath not coincident.</p> <p>ZAGTU</p> <p>3000</p> <p>357°</p> <p>2500</p> <p>Procedure Turn NA</p> <p>GS 3.00°</p> <p>TCH 51</p>				<p>RROBN</p> <p>4000</p> <p>HAGVO</p> <p>CINOR</p> <p>087° track</p> <p>PARRI</p> <p>2.5 NM to RW36</p> <p>*1.4 NM to RW36</p> <p>RW36</p> <p>*LNAV only</p>				
<p>6.7 NM</p>				<p>2.3 NM</p>				
<p>1.1 NM</p>				<p>1.4 NM</p>				
CATEGORY		A		B		C		D
LPV DA		1176-1 285 (300-1)						NA
LNAV MDA		1360-1 469 (500-1)				1360-1 ¹ / ₄ 469 (500-1 ¹ / ₄)		NA
CIRCLING		1560-1 650 (700-1)				1560-1 ³ / ₄ 650 (700-1 ³ / ₄)		NA

ANKENY RGNL (IKV) 1 SE UTC-6(-5DT) N41°41.47' W93°33.99'

910 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE IKV

RWY 18-36: H5500X100 (CONC) S-30, D-40 MIRL 0.3% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28'. P-line. Rgt tfc.

RWY 04-22: H3855X75 (CONC) S-30, D-40 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32'. Road. Rgt tfc.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Road.

AIRPORT REMARKS: Attended 1200Z-0300Z. Be aware of acft operating in vol of Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots.
 ACTIVATE MIRL Rwy 04-22 and Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (515) 965-5764.**COMMUNICATIONS:** CTAF/UNICOM 122.9

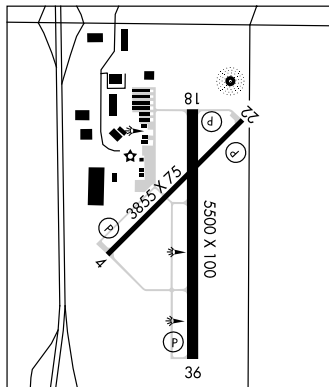
Ⓡ DES MOINES APP/DEP CON 123.9 CLNC DEL 126.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'
 W93°38.92' 007° 15.7 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 275 IKV N41°41.92' W93°33.81' at fld. NOTAM FILE
 IKV.

ILS/DME 111.1 I-FVH Chan 48 Rwy 36. ILS unmonitored.**ARTHUR N NEU** (See CARROLL)**ATLANTIC MUNI** (AIO) 2 W UTC-6(-5DT) N41°24.23' W95°02.93'

1165 B S2 FUEL 100LL, JET A TPA—1965(800) NOTAM FILE AIO

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P2L) RWY 20: REIL. PAPI(P2L)

RWY 12-30: H3132X75 (ASPH) S-12.5 MIRL 0.7% up NW

RWY 12: REIL. PVASI(P2L). Thld displcd 290'. Tree.

RWY 30: REIL. PVASI(P2L). Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3132 TODA-3132 ASDA-3132 LDA-2842

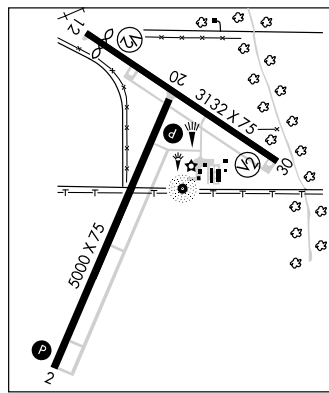
RWY 30: TORA-3132 TODA-3132 ASDA-3132 LDA-3132

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z. For svc after hrs call 712-267-3263. Ultralight activity on and in vol of arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (712) 243-2748.**COMMUNICATIONS:** CTAF/UNICOM 122.7**MINNEAPOLIS CENTER APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'
 W95°44.20' 057° 34.2 NM to fld. 1300/8E. **HIWAS.**

NDB (MHW) 365 AIO N41°24.24' W95°02.78' at fld.
 NOTAM FILE AIO. SHUTDOWN.

**OMAHA****H-5C, L-12J****IAP**

APP CRS	Rwy Idg	5000
018°	TDZE	1151
	Apt Elev	1165

RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

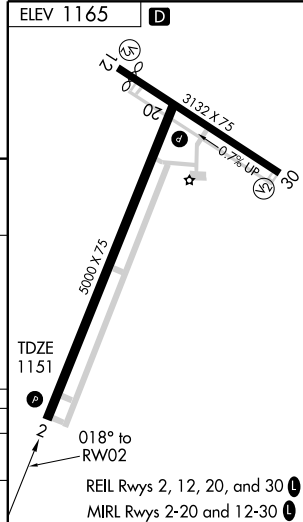
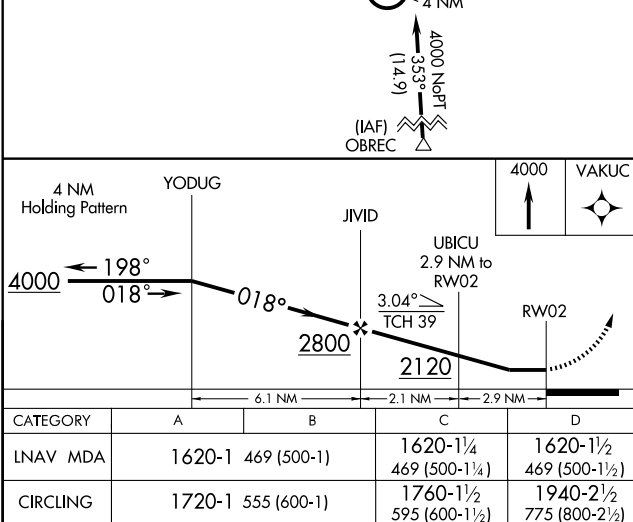
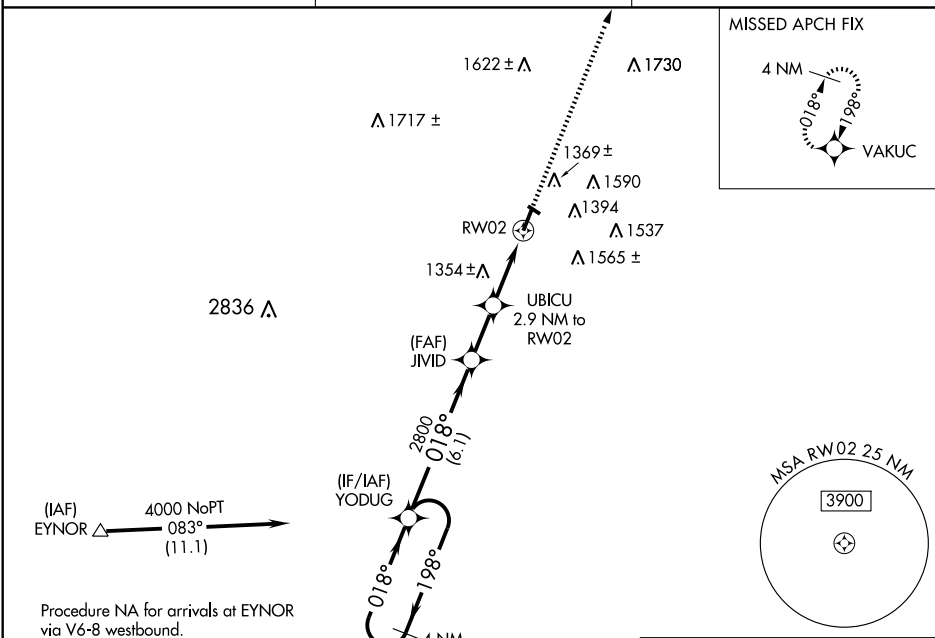
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.7 (CTAF) 0



APP CRS	Rwy ldg	5000
198°	TDZE	1151
	Apt Elev	1165

RNAV (GPS) RWY 20

ATLANTIC MUNI (A10)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

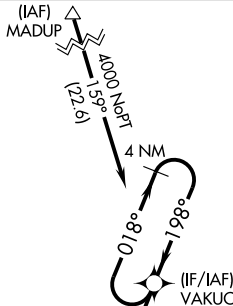
MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3
127.825

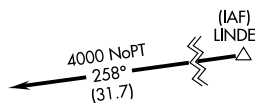
MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.7 (CTAF) 0

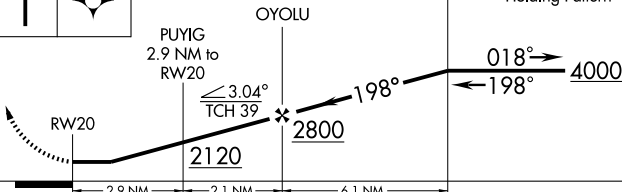
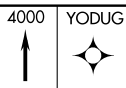
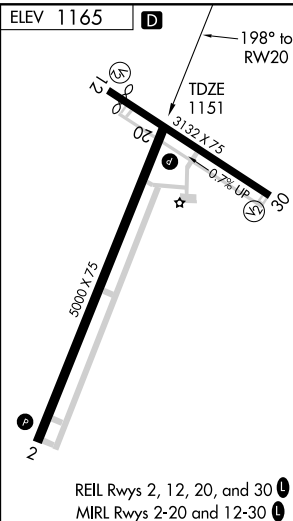
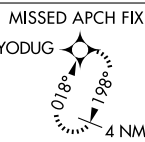
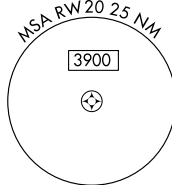
Procedure NA for arrivals at MADUP via V138 northeast bound.



Procedure NA for arrivals at LINDE via V172 northeast bound.



△ 2836



CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)	1660-1½ 509 (500-1½)	1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)
CIRCLING	1720-1 555 (600-1)			

REIL Rwy 2, 12, 20, and 30
MIRL Rwy 2-20 and 12-30

AUDUBON CO (ADU) 1 SE UTC-6(-5DT) N41°42.08' W94°55.23'

1287 B FUEL 100LL, MOGAS NOTAM FILE ADU

RWY 14-32: H3640X60 (CONC) S-15 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 130'. Pole.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Pole.

AIRPORT REMARKS: Attended 1200-0000Z+. Rotating bcn OTS indef.

Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14-32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (712) 563-2101.

COMMUNICATIONS: CTAF/UNICOM 122.8. CTAF OTS indef.

MINNEAPOLIS CENTER APP/DEP CON 119.6

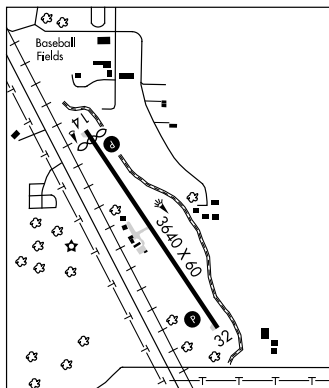
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 041° 48.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 266 ADU N41°41.42' W94°54.60' at fld.

NOTAM FILE ADU. NDB unusable byd 12 NM.



OMAHA

L-121

IAP

AUNEY N41°41.69' W90°39.35' NOTAM FILE FOD.

NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

CHICAGO

BARRO N42°30.87' W94°18.34' NOTAM FILE FOD.

NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

OMAHA

BEDFORD MUNI (Y46) 2 S UTC-6(-5DT) N40°38.27' W94°43.76'

1201 NOTAM FILE FOD

RWY 18-36: 2710X100 (TURF)

RWY 18: Tree.

AIRPORT REMARKS: Unattended. Sharp drop at both ends Rwy 18-36. Rwy 18-36 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

OMAHA

BELLE PLAINE MUNI (TZT) 1 SW UTC-6(-5DT) N41°52.73' W92°17.08'

771 B S2 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4000X75 (CONC) MIRL

RWY 18: Building. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. Arpt attendant on call 641-821-0015. Birds on and in/of arpt. ACTIVATE MIRL Rwy 18-36—122.8. ACTIVATE rotating bcn—122.8.

COMMUNICATIONS: CTAF 122.9

® CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z+)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

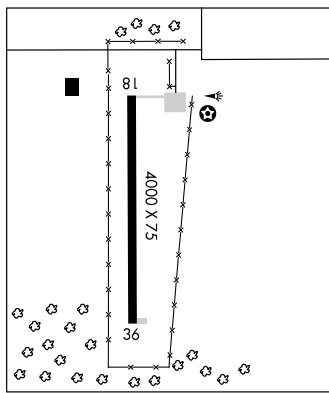
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 264° 22.4 NM to fld. 876/5E.

CHICAGO

L-28F

IAP



NDB ADU 266	APP CRS 335°	Rwy ldg TDZE Apt Elev	3640 1287 1287
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NDB RWY 32

AUDUBON COUNTY (ADU)

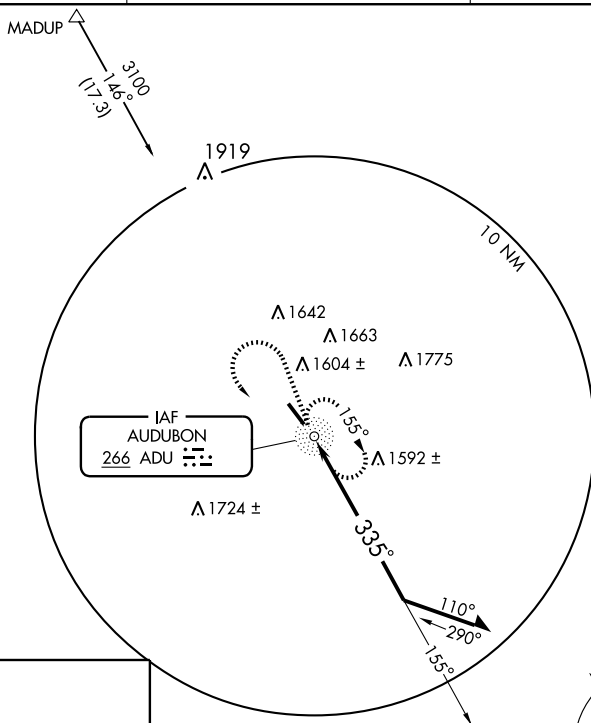


MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

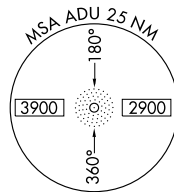
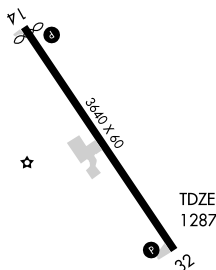
AWOS-3
118.075

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



ELEV 1287



3100



NDB

Remain within 10 NM

155°
3100
335°

HIRL Rwy 14-32 0

REIL Rws 14 and 32 0

CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	
CIRCLING	1980-1	693 (700-1)	NA	

AUDUBON, IOWA

Amdt 5A 09071

41° 42'N - 94° 55'W

AUDUBON COUNTY (ADU)

NDB RWY 32

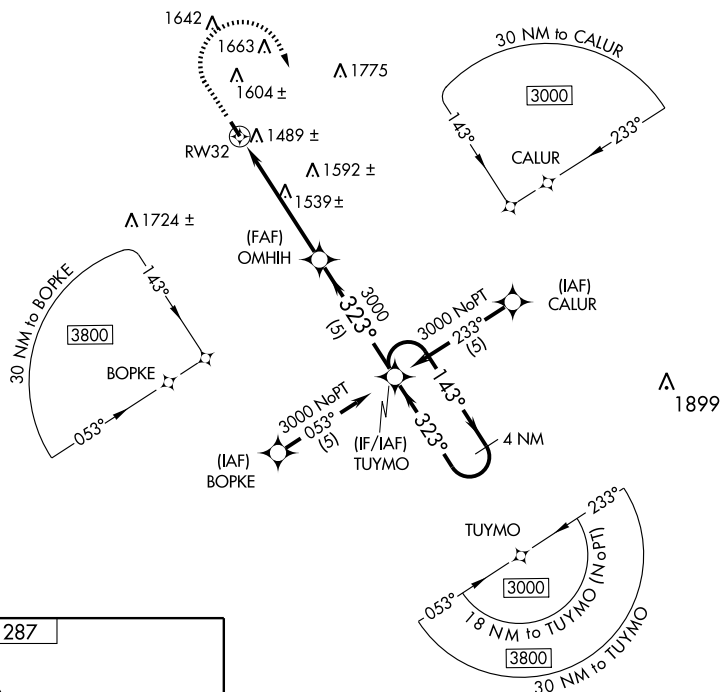
NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

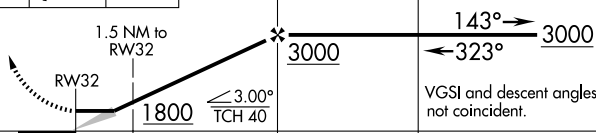
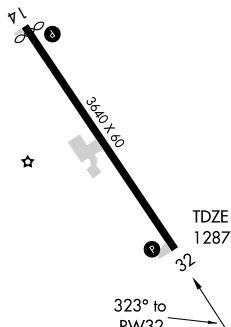
APP CRS
323°Rwy Idg **3640**
TDZE **1287**
Apt Elev **1287****RNAV (GPS) RWY 32**
AUDUBON COUNTY (ADU)

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3
118.075MINNEAPOLIS CENTER
119.6 290.4UNICOM
122.8 (CTAF) 0

ELEV 1287



CATEGORY	A	B	C	D
LNAV MDA	1740-1	453 (500-1)	NA	
CIRCLING	1900-1	613 (700-1)	NA	

AUDUBON CO (ADU) 1 SE UTC-6(-5DT) N41°42.08' W94°55.23'

1287 B FUEL 100LL, MOGAS NOTAM FILE ADU

RWY 14-32: H3640X60 (CONC) S-15 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 130'. Pole.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Pole.

AIRPORT REMARKS: Attended 1200-0000Z+. Rotating bcn OTS indef.

Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14-32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (712) 563-2101.

COMMUNICATIONS: CTAF/UNICOM 122.8. CTAF OTS indef.

MINNEAPOLIS CENTER APP/DEP CON 119.6

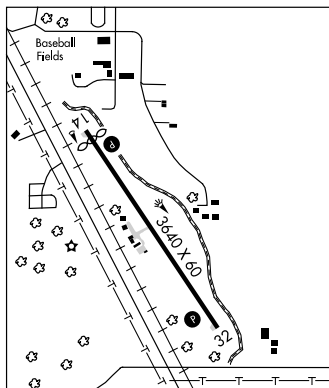
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 041° 48.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 266 ADU N41°41.42' W94°54.60' at fld.

NOTAM FILE ADU. NDB unusable byd 12 NM.



AUNEY N41°41.69' W90°39.35' NOTAM FILE FOD.

NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

BARRO N42°30.87' W94°18.34' NOTAM FILE FOD.

NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

BEDFORD MUNI (Y46) 2 S UTC-6(-5DT) N40°38.27' W94°43.76'

1201 NOTAM FILE FOD

RWY 18-36: 2710X100 (TURF)

RWY 18: Tree.

AIRPORT REMARKS: Unattended. Sharp drop at both ends Rwy 18-36. Rwy 18-36 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

BELLE PLAINE MUNI (TZT) 1 SW UTC-6(-5DT) N41°52.73' W92°17.08'

771 B S2 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4000X75 (CONC) MIRL

RWY 18: Building. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. Arpt attendant on call 641-821-0015. Birds on and in/ov arpt. ACTIVATE MIRL Rwy 18-36—122.8. ACTIVATE rotating bcn—122.8.

COMMUNICATIONS: CTAF 122.9

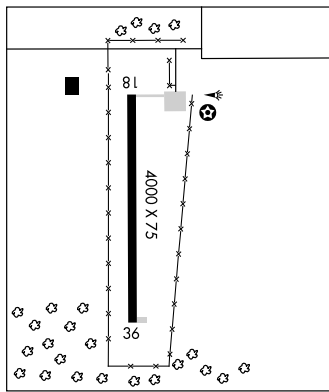
® CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z+)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 264° 22.4 NM to fld. 876/5E.



OMAHA
L-121
IAP

CHICAGO

OMAHA

OMAHA

CHICAGO
L-28F
IAP

APP CRS 176°	Rwy Idg TDZE 4000 Apt Elev 771
------------------------	--

GPS RWY 18

BELLE PLAINE MUNI (T'ZT)

▼ Use Cedar Rapids altimeter setting.

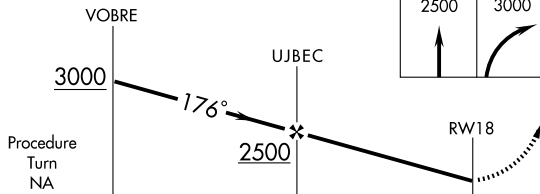
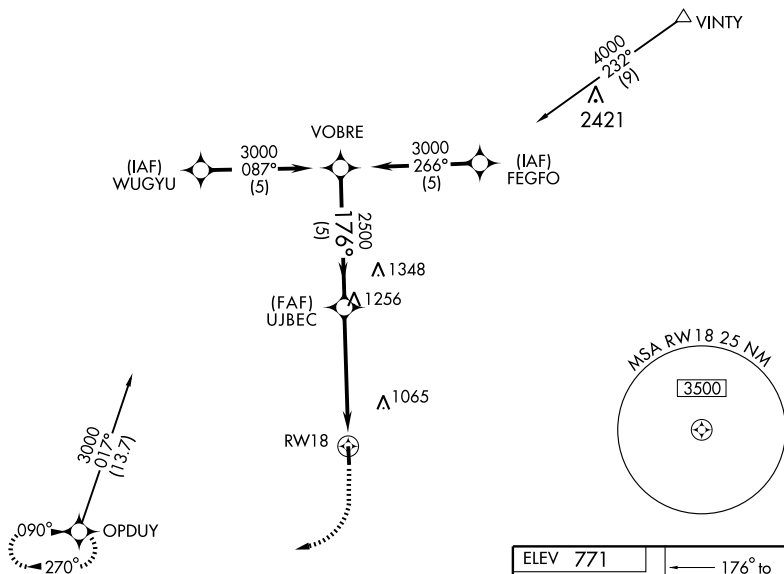
▲ NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

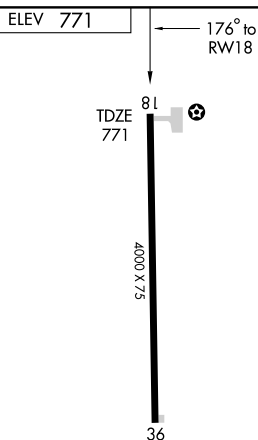
CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

122.8 0



CATEGORY	A	B	C	D
S-18	1400-1	629 (700-1)	NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	



MIRL Rwy 18-36 0

APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

GPS RWY 36

BELLE PLAINE MUNI (TZZT)

▼ Use Cedar Rapids altimeter setting.

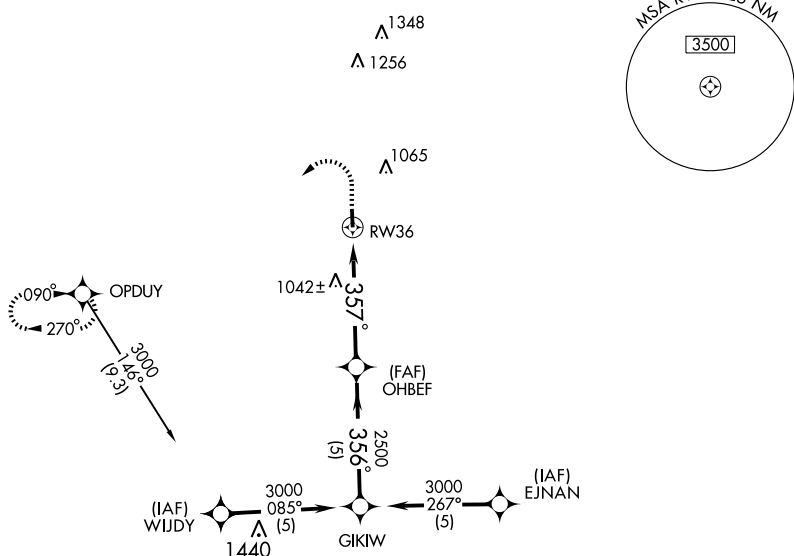
A NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

122.8 L



ELEV 771

MIRL Rwy 18-36 **L**

Orig-A 09071

BELLE PLAINE MUNI (TZT)

GPS RWY 36

41°53'N-92°17'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

VOR/DME CID 114.1 Chan 88	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 771
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VOR/DME-A

BELLE PLAINE MUNI (T'ZT)

▼ Use Cedar Rapids altimeter setting.

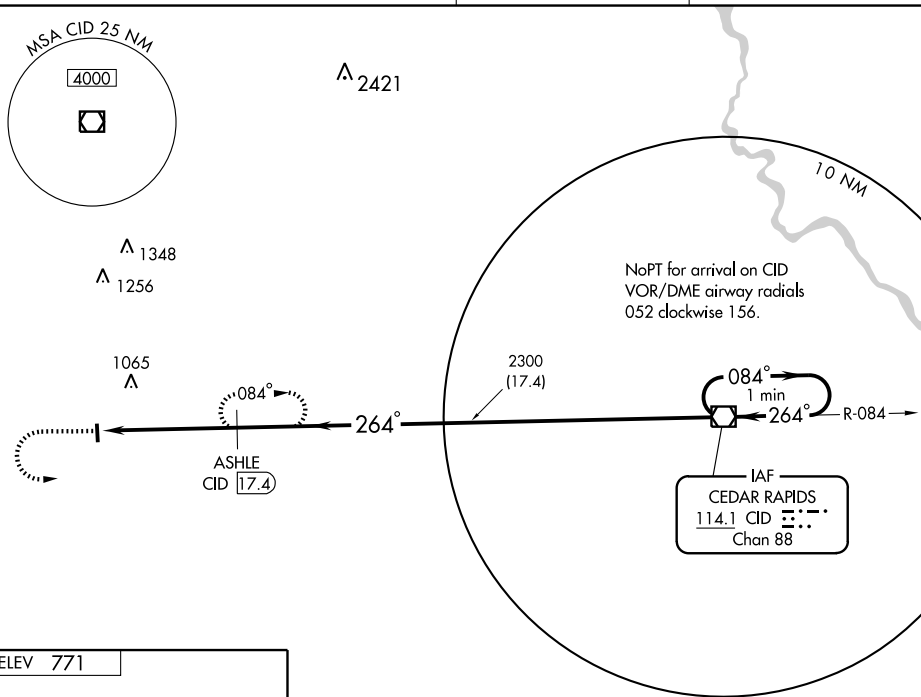
▲ NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

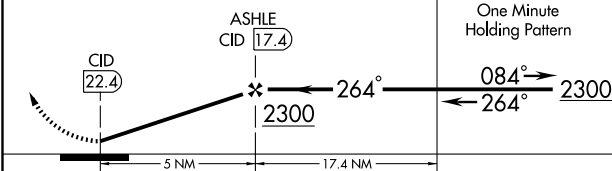
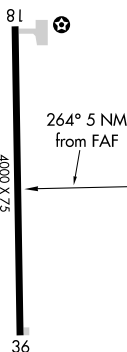
CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

122.8 ①



ELEV 771



CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

MIRL Rwy 18-36 ①

BELMOND MUNI (Y48) 1 E UTC-6(-5DT) N42°51.16' W93°35.68'

OMAHA

1201 NOTAM FILE FOD

RWY 17-35: 3245X95 (TURF) LIRL (NSTD)

RWY 35: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED Dec-Mar except PPR 641-444-3386. Loose gravel in tiedown area and twys very rough. Ground drops off 25' from Rwy 16 end. Rwy 17-35 marked with yellow cones. Rwy 17-35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

BLOOMFIELD MUNI (4K6) 2 SW UTC-6(-5DT) N40°43.93' W92°25.70'

CHICAGO

888 B S4 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3401X50 (CONC) S-28, D-20 MIRL

RWY 18: Trees. RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z, Sat 1500-1800Z. For svc after hrs call 641-664-1607. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

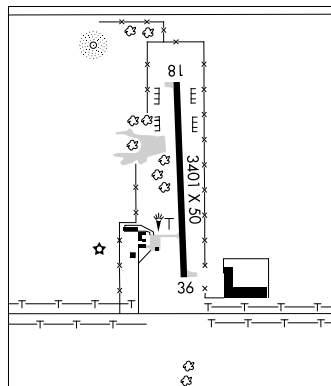
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 189° 18.4 NM to fld. 820/6E. HIWAS.

NDB (MHW) 269 BEX N40°44.70' W92°25.83' at fld.

NOTAM FILE FOD.



BOONE MUNI (BNW) 2 SE UTC-6(-5DT) N42°02.97' W93°50.86'

OMAHA

1161 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE BNW

RWY 15-33: H4808X75 (ASPH-CONC) S-30 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 140'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 02-20: 3269X148 (TURF)

RWY 02: Rgt tfc. RWY 20: P-lines.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-4807 TODA-4807 ASDA-4807 LDA-4667

RWY 33: TORA-4667 TODA-4807 ASDA-4807 LDA-4807

AIRPORT REMARKS: Attended Apr-Sep Mon-Thur 1500-0100Z, Fri-Sat

1400-0100Z, Sun 1400-2300Z, Oct-Mar Mon-Thur

1500-2300Z, Fri-Sun 1400-2300Z. OT call 515-795-2306 or

515-298-2934. Arpt unattended holidays and when ceiling is

less than 400' or the visibility is less than one mile. For fuel on

holidays or after hrs call 515-795-2306. Parachute jumping on

invol arpt. Rwy 02-20 marked with yellow cones. Rwy 15 REIL OTS

indef. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy

33—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (515) 432-9042.

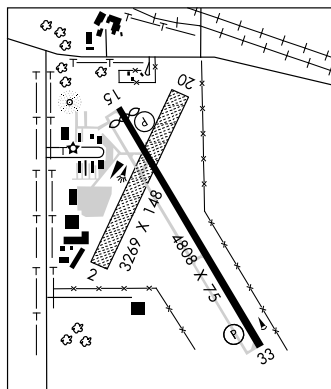
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54' 293° 36.7 NM to fld. 980/3E.

NDB (MHW) 407 BNW N42°03.26' W93°51.18' at fld. NOTAM FILE BNW.



BURLINGTON N40°43.40' W90°55.55' NOTAM FILE BRL.

CHICAGO

(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. HIWAS.

H-5D, L-27B

NDB BEX
269

APP CRS
354°

Rwy Idg	3401
TDZE	888
Apt Elev	888

NDB RWY 36
BLOOMFIELD MUNI (4K6)

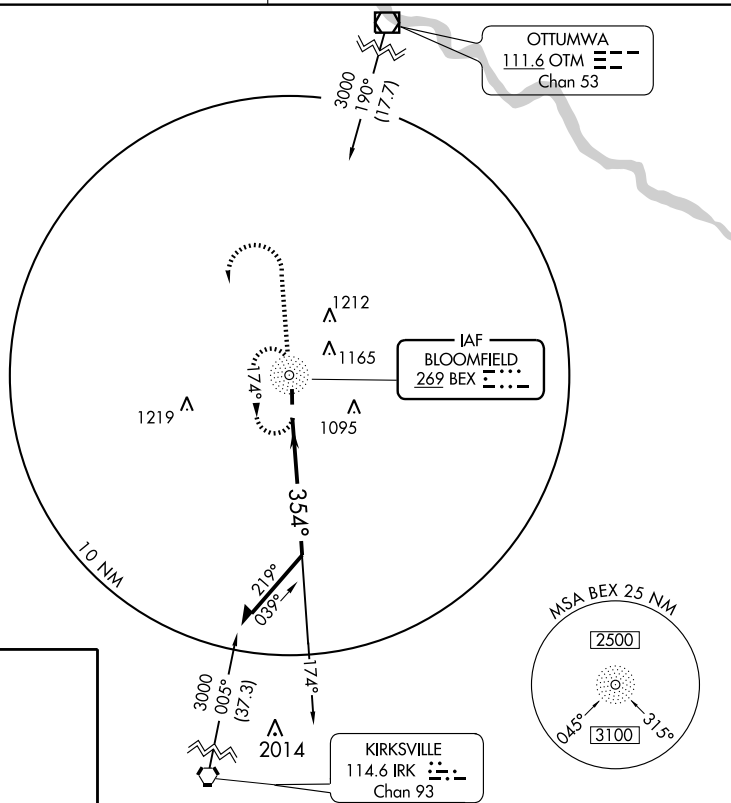


Use Ottumwa altimeter setting; when not available, procedure NA.

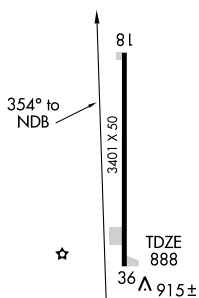
MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) **L**



ELEV 888



3000



BEX

NDE

Remain
within 10 NM

3000

CATEGORY

A

--	--

C

D

C 24

150

612 (700-1)

1500-1 $\frac{3}{4}$
612 (700-1 $\frac{3}{4}$)

NA

CIRCLING

150

612 (700-1)

612 (700-1 $\frac{3}{4}$)

NA

BLOOMFIELD, IOWA

Amdt 3 09071

BLOOMFIELD MUNI (4K6)

NDB RWY 36

40°44'N-92°26'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

BLOOMFIELD MUNI (4K6)

APP CRS
357°

Rwy Idg	3401
TDZE	888
Apt Elev	888



Use Ottumwa altimeter setting; when not available, procedure NA.

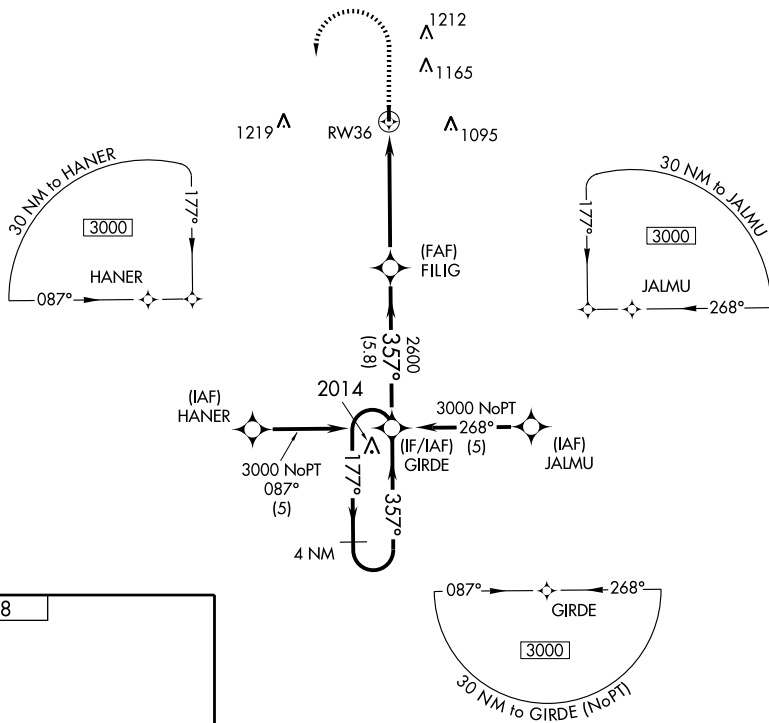


GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

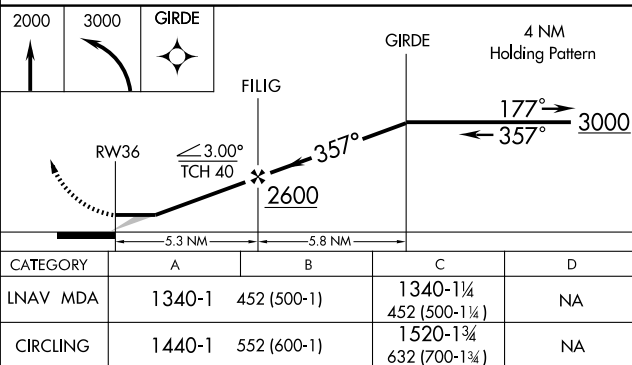
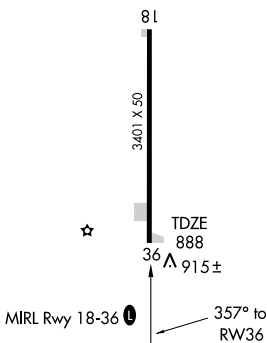
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) **L**



ELEV 888



BLOOMFIELD, IOWA

Orig 07186

BLOOMFIELD MUNI (4K6)

40°44'N-92°26'W

RNAV (GPS) RWY 36

BELMOND MUNI (Y48) 1 E UTC-6(-5DT) N42°51.16' W93°35.68'

OMAHA

1201 NOTAM FILE FOD

RWY 17-35: 3245X95 (TURF) LIRL (NSTD)

RWY 35: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED Dec-Mar except PPR 641-444-3386. Loose gravel in tiedown area and twys very rough. Ground drops off 25' from Rwy 16 end. Rwy 17-35 marked with yellow cones. Rwy 17-35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

BLOOMFIELD MUNI (4K6) 2 SW UTC-6(-5DT) N40°43.93' W92°25.70'

CHICAGO

888 B S4 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3401X50 (CONC) S-28, D-20 MIRL

RWY 18: Trees. RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z, Sat 1500-1800Z. For svc after hrs call 641-664-1607. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

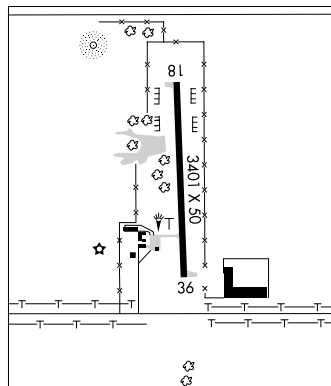
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 189° 18.4 NM to fld. 820/6E. HIWAS.

NDB (MHW) 269 BEX N40°44.70' W92°25.83' at fld.

NOTAM FILE FOD.



BOONE MUNI (BNW) 2 SE UTC-6(-5DT) N42°02.97' W93°50.86'

OMAHA

1161 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE BNW

RWY 15-33: H4808X75 (ASPH-CONC) S-30 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 140'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 02-20: 3269X148 (TURF)

RWY 02: Rgt tfc. RWY 20: P-lines.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-4807 TODA-4807 ASDA-4807 LDA-4667

RWY 33: TORA-4667 TODA-4807 ASDA-4807 LDA-4807

AIRPORT REMARKS: Attended Apr-Sep Mon-Thur 1500-0100Z, Fri-Sat 1400-0100Z, Sun 1400-2300Z, Oct-Mar Mon-Thur 1500-2300Z, Fri-Sun 1400-2300Z. OT call 515-795-2306 or 515-298-2934. Arpt unattended holidays and when ceiling is less than 400' or the visibility is less than one mile. For fuel on holidays or after hrs call 515-795-2306. Parachute jumping on invof arpt. Rwy 02-20 marked with yellow cones. Rwy 15 REIL OTS indef. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (515) 432-9042.

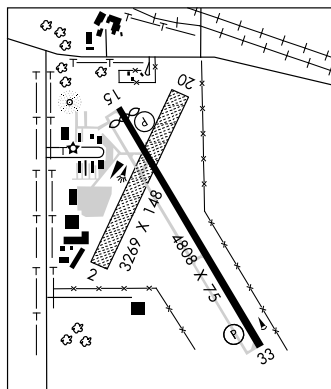
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54' 293° 36.7 NM to fld. 980/3E.

NDB (MHW) 407 BNW N42°03.26' W93°51.18' at fld. NOTAM FILE BNW.



BURLINGTON N40°43.40' W90°55.55' NOTAM FILE BRL.

CHICAGO

(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. HIWAS.

H-5D, L-27B

NDB BNW 407	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A 1147 1160
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COPTER NDB or GPS 225°

BOONE MUNI (BNW)

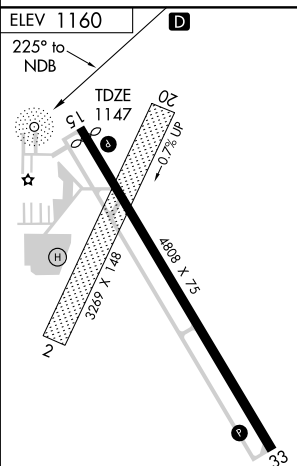
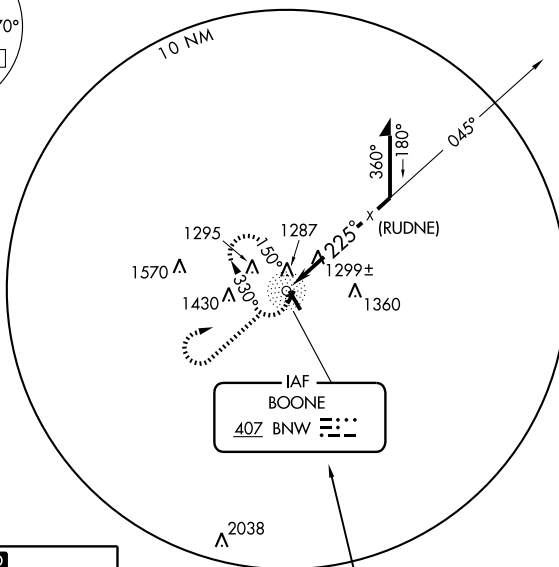
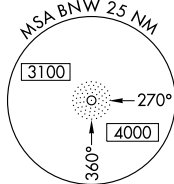


MISSED APPROACH: Climb to 3000 then right turn direct BNW
NDB and hold.

AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF) 0



DES MOINES
117.5 DSM
Chan 122

3000



BNW

407

NDB

Remain
within 5 NM

045°

(RUDNE)

225°

2600

4 NM

CATEGORY

A

B

C

D

H-225

1660-1/2
513 (500-1/2)

NA

REIL Rwy 15 and 33 0
MIRL Rwy 15-33 0

NDB BNW 407	APP CRS 150°	Rwy Idg TDZE Apt Elev	4667 1138 1160
-----------------------	------------------------	-----------------------------	---

NDB RWY 15
BOONE MUNI (BNW)

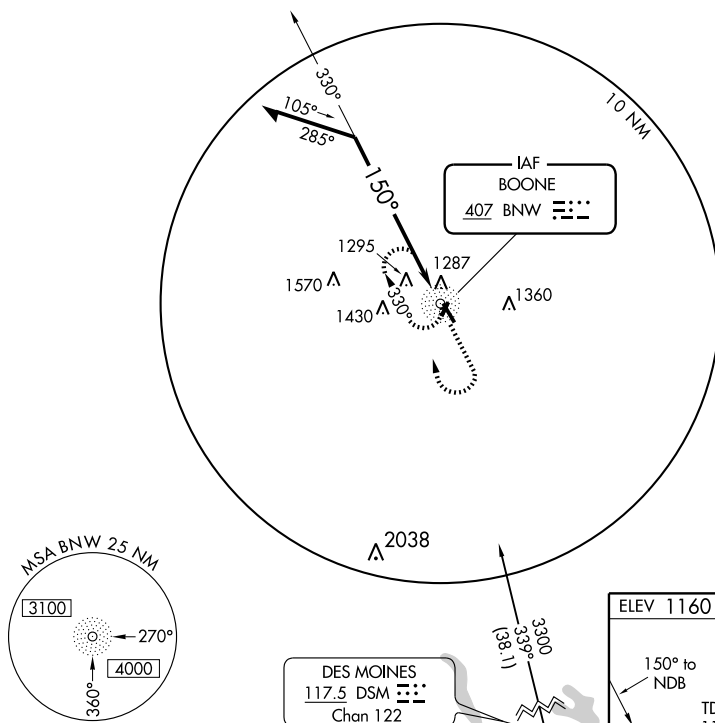


MISSED APPROACH: Climb to 3000 then right turn direct BNW
NDB and hold.

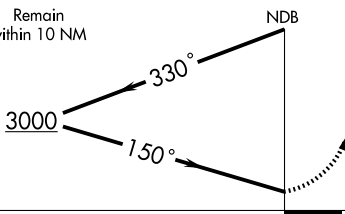
AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM



3000

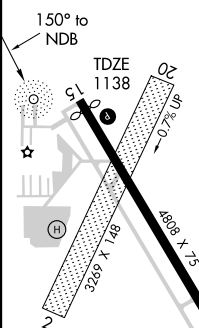


BNW



407

ELEV 1160



REIL Rwy 15 and 33
MIRL Rwy 15-33

CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCUING	1820-1	660 (700-1)	NA	

NDB BNW 407	APP CRS 320°	Rwy Idg TDZE Apt Elev	4807 1138 1160
-----------------------	------------------------	-----------------------------	---

NDB RWY 33

BOONE MUNI (BNW)

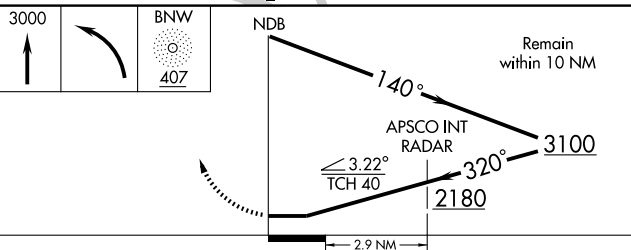
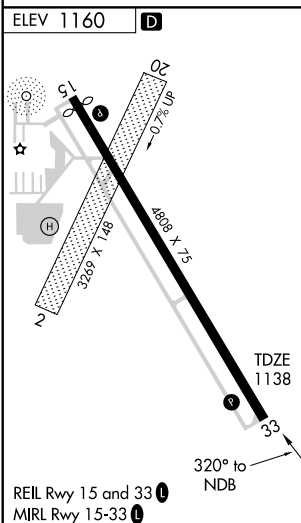
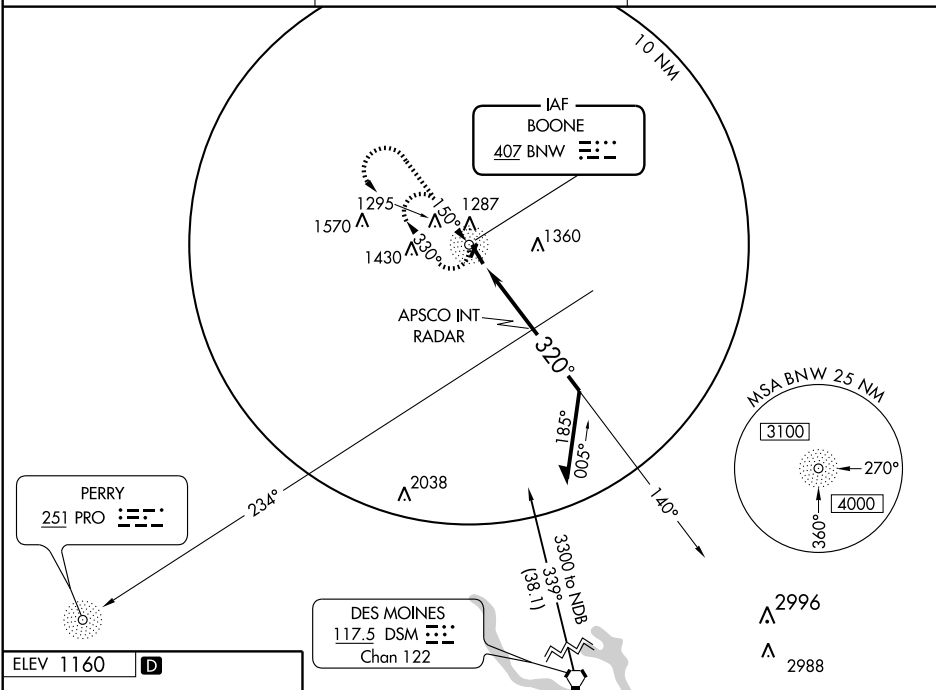


MISSED APPROACH: Climb to 3000 then left turn direct BNW
NDB and hold.

AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF)

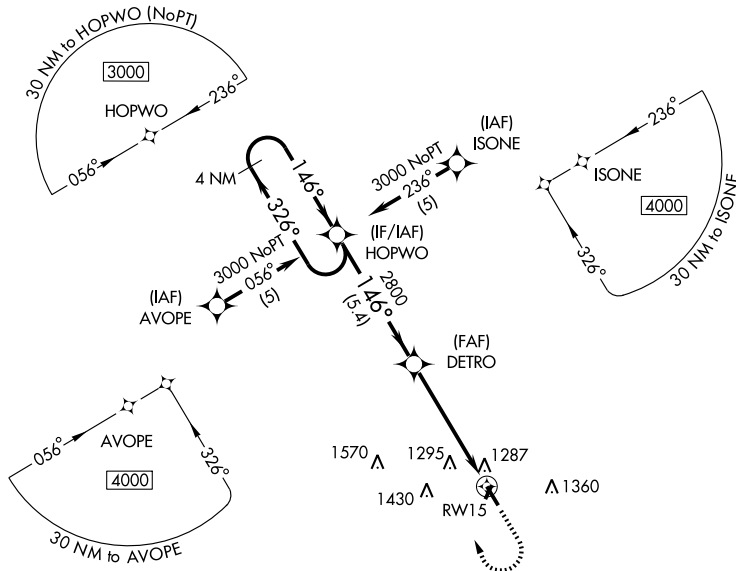


CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)	NA	
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)	NA	
APSCO FIX MINIMUMS				
S-33	1660-1	522 (500-1)	NA	
CIRCLING	1660-1	500 (500-1)	NA	

APP CRS
146°Rwy Idg **4667**
TDZE **1138**
Apt Elev **1160****RNAV (GPS) RWY 15**
BOONE MUNI (BNW)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3
120.925DES MOINES APP CON
123.9 307.15UNICOM
123.0 (CTAF) 1

A 2038

4 NM
Holding Pattern

HOPWO

DETRO

2500

3000

HOPWO

3000

326°
146°

146°

3.00°
TCH 401.3 NM to
RW15

2800

5.4 NM

3.8 NM

1.3

CATEGORY

A

B

C

D

LNAV MDA

1580-1

442 (500-1)

NA

CIRCLING

1600-1

1620-1

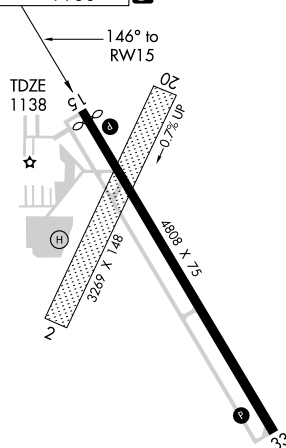
NA

440 (500-1)

460 (500-1)

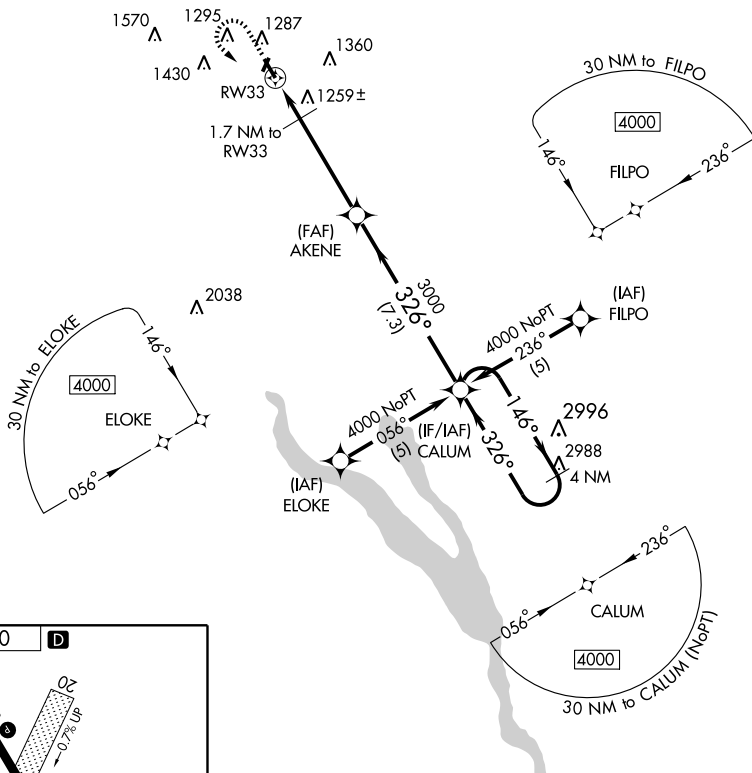
ELEV 1160

D

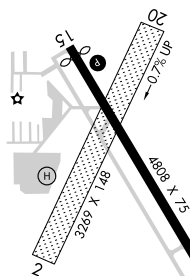
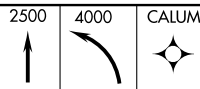
REIL Rwy 15 and 33 1
MIRL Rwy 15-33 1

APP CRS
326°Rwy Idg **4807**
TDZE **1138**
Apt Elev **1160****RNAV (GPS) RWY 33**
BOONE MUNI (BNW)GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3
120.925DES MOINES APP CON
123.9 307.15UNICOM
123.0 (CTAF) 0

ELEV 1160

DREIL Rwy 15 and 33 **0**
MIRL Rwy 15-33 **0**326° to
RW33

	2500	4000	CALUM	AKENE	CALUM	4 NM Holding Pattern
	↑	↩	✧			
				1.7 NM to RW33		
				1.1 NM to RW33		
				≤ 3.00° TCH 40		
				1720	3000	
				1.1	0.6	4 NM
						7.3 NM
CATEGORY	A	B	C	D		
RNAV MDA	1520-1	382 (400-1)	NA			
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA			

AIRPORT DIAGRAM

AL-69 (FAA)

BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWA

ASOS
118.025
CTAF/UNICOM
123.0

D

792±

ELEV
692

119.9°

5350 X 100

ELEV
691

81

179.9°

FIELD
ELEV
698

HANGAR

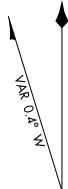
FIRE
STATION

300.0°

30

40°47.5'N

40°47.0'N



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL

CIVIL AIR
PATROL

HANGARS

6702 X 150

A1

A2

A2

A3

A

RWY 12-30
S-37, D-58
RWY 18-36
S-65, D-90, 2S-114

359.9°

ELEV
677

36

40°46.5'N

91°08'W

91°07'W

AIRPORT DIAGRAM

BURLINGTON, IOWA
BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

10210

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

BURLINGTON**SOUTHEAST IOWA RGNL**

(BRL) 2 SW UTC-6(-5DT) N40°46.99' W91°07.53'

698 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE BRL

RWY 18-36: H6702X150 (ASPH-GRVD) S-65, D-90, 2S-114 HIRL

RWY 18: Thld dspcd 600'. Trees. Rgt tfc.

RWY 36: MALSR. Tree.

RWY 12-30: H5350X100 (CONC-GRVD) S-37, D-58 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 39'. Rgt tfc.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Thld dspcd 500'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-4850 TODA-5350 ASDA-4850 LDA-5350

RWY 18: TORA-6702 TODA-6702 ASDA-6702 LDA-6102

RWY 30: TORA-5350 TODA-5350 ASDA-5350 LDA-4850

RWY 36: TORA-6702 TODA-6702 ASDA-6102 LDA-6102

AIRPORT REMARKS: Attended 1300-0100Z. Self svc fuel station avbl on north end of apron. Line of sight vision blocked between Rwy 36 and Rwy 12. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 319-754-1414. ARFF Index B equipment provided. Air carrier ops with more than 9 passenger seats not authorized in excess of 15 minutes of scheduled flight times without prior coordination with airport manager or dispatch center 319-753-8371. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 12-30, HIRL Rwy 18-36, VASI Rwy 12. PAPI Rwy 30, REIL Rwy 12 and Rwy 30 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 118.025 (319) 752-6246. HIWAS 111.4 BRL.**COMMUNICATIONS:** CTAF/UNICOM 123.0

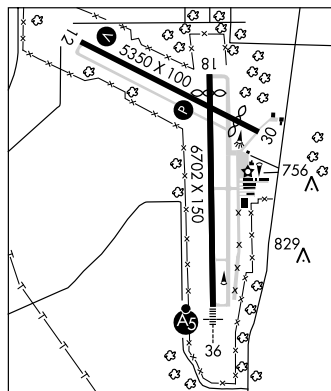
RCO 122.65 (FORT DODGE RADIO)

⑦ **CHICAGO CENTER APP/DEP CON** 135.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40' W90°55.55' 287° 9.8 NM to fld.
730/5E. HIWAS.

BURNS NDB (LOM) 390 BR N40°39.26' W91°07.38' 357° 7.0 NM to fld. Unmonitored.

ILS 108.9 I-BRL Rwy 36 Class IB LOM BURNS NDB. ILS unmonitored.

**CHICAGO**

H-5D, L-27B

IAP, AD

BURNS

N40°39.26' W91°07.38' NOTAM FILE BRL.

NDB (LOM) 390 BR 357° 7.0 NM to Southeast Iowa Rgnl. Unmonitored.

CHICAGO**CARROLL**

N42°02.70' W94°47.11' NOTAM FILE CIN.

NDB (MHW) 397 CIN at Arthur N Neu. Unmonitored.

OMAHA

L-12

LOC I-BRL 108.9	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 36
BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

T When local altimeter setting not received, use Fort
A Madison altimeter setting and increase DA 31 feet,
all MDA 40 feet, and Cat D Circling visibility $\frac{1}{4}$ mile.

MALSR

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95


UNICOM
123.0 (CTAF) **L**

ALTERNATE MISSED
APCH FIX

LOM
BURNS
BR $\overline{\cdot\cdot}::$
390

1011A

LOCALIZER 108.9
I-BRL $\ddot{\vdots} \vdots \vdots$

BURLINGTON
111.4 BRL 
Chan 51

LOM/IAF
BURNS
390 BR ::
BURNS INT




MSA BRL 25 NM

ELEV 698

D $775 \pm$

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

BURLINGTON, IOWA
Amdt 10A 08APR10

2800	3000	BRL
		
		<u>111.4</u>

BURNS
LOM/INT

Remain
within 10 NM

CATEGORY	A	B	C	D
S-ILS 36	894-1/2 200 (200-1/2)			
S-LOC 36	1140-1/2 446 (500-1/2)		1140-3/4 446 (500-3/4)	1140-1 446 (500-1)
CIRCLING	1160-1 462 (500-1)		1160-1 1/2 462 (500-1 1/2)	1400-2 1/4 702 (800-2 1/4)

BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

40° 47'N - 91° 08'W

ILS or LOC RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **118°**
 Rwy Idg **5350**
 TDZE **692**
 Apt Elev **698**

RNAV (GPS) RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

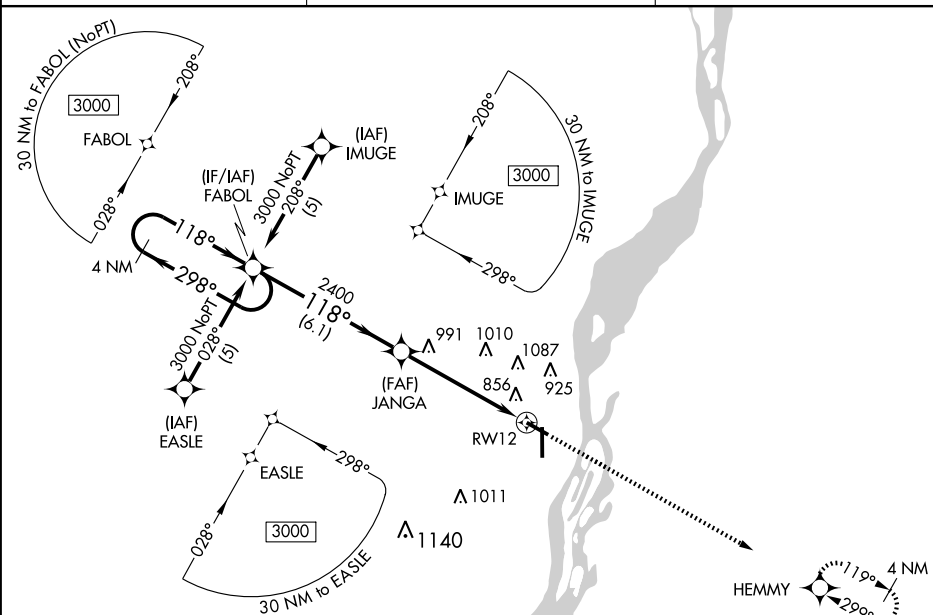
▼ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Fort Madison
 altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS
118.025

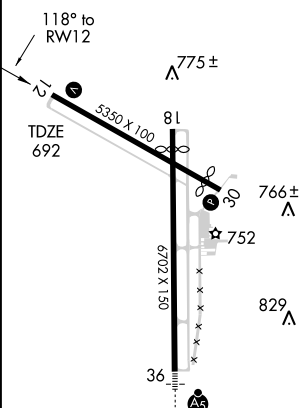
CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) 0



ELEV 698

D



REIL Rws 12 and 30 **0**
 MIRL Rwy 12-30 **0**
 HIRL Rwy 18-36 **0**

<div>4 NM Holding Pattern</div> <div>FABOL</div>				<div>3000</div> <div>↑</div>	<div>HEMMY</div> <div>✦</div>
<div>3000</div> <div>← 298°</div> <div>118° →</div> <div>118°</div> <div>JANGA</div> <div>3.04°</div> <div>TCH 39</div> <div>2400</div> <div>6.1 NM</div> <div>5.2 NM</div> <div>RW12</div>					
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	608 (700-1)	1300-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA	
CIRCLING	1300-1	602 (700-1)	1300-1 ³ / ₄ 602 (700-1 ³ / ₄)	NA	

APP CRS
299°

Rwy Idg **4850**
TDZE **693**
Apt Elev **698**

RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

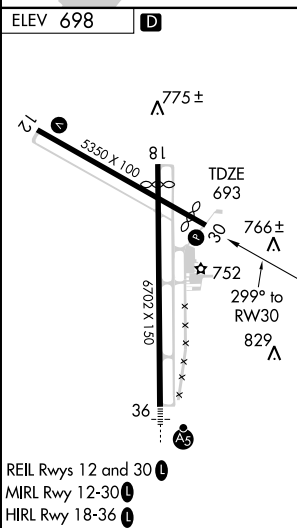
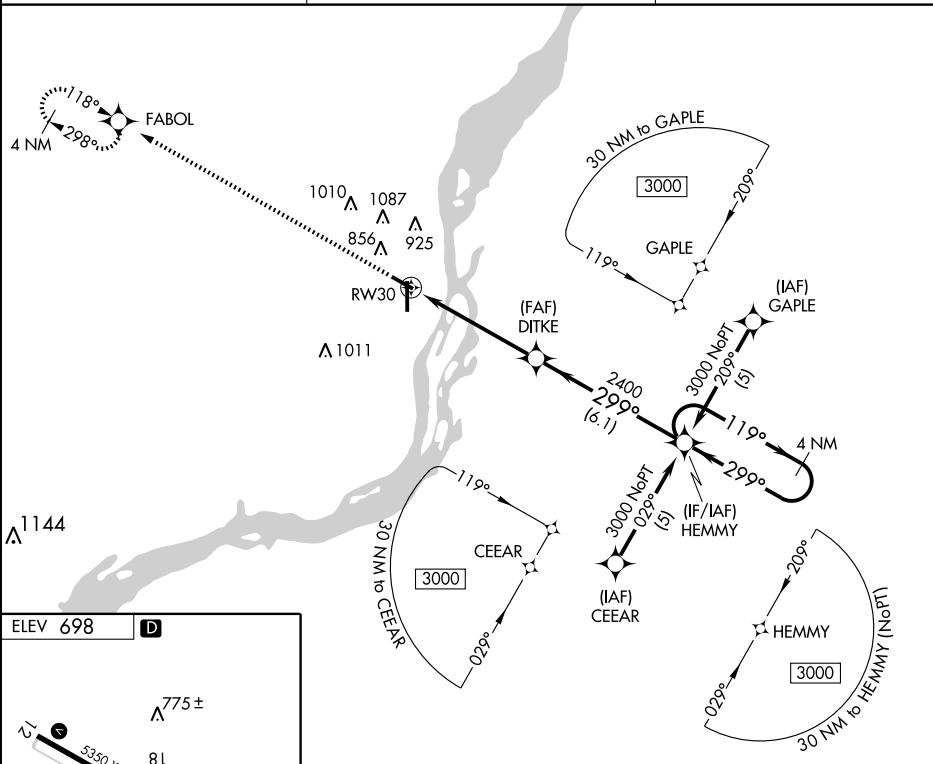
▼ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) 0



<div> <div>3000</div> <div>FABOL</div> </div>			
<div> <div>HEMMY</div> <div>4 NM Holding Pattern</div> </div>			
<div> <div>RW30</div> <div>DITKE</div> <div>2400</div> <div>3.04° TCH 40</div> <div>5.2 NM</div> <div>6.1 NM</div> </div>			
<div> <div>HEMMY</div> <div>119°</div> <div>299°</div> <div>3000</div> </div>			
<div> <div>VGSI and descent angles not coincident</div> </div>			
CATEGORY	A	B	C
LNAV MDA	1080-1 387 (400-1)		
CIRCLING	1160-1 462 (500-1)		
	1160-1½ 462 (500-1½)		
	NA		

WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg 6102 TDZE 694 Apt Elev 698
--	------------------------	---

RNAV (GPS) RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠ When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.

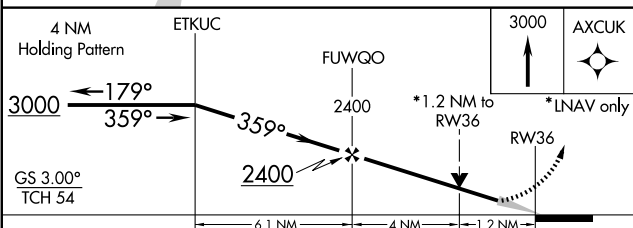
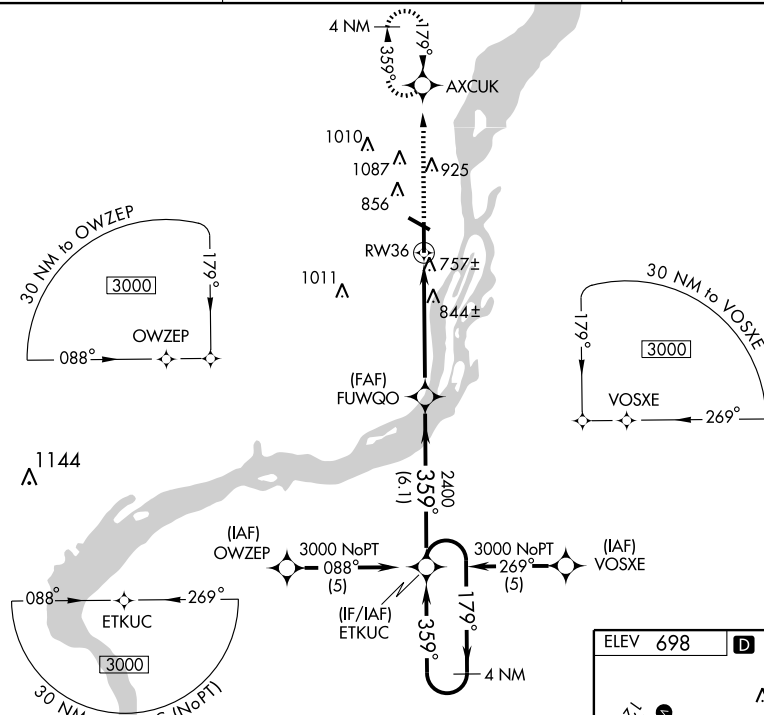
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

MALSR

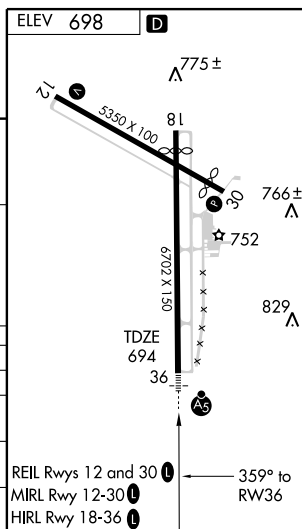
MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) **L**

CATEGORY		A		B		C		D	
LPV	DA	894-1/2		200 (200-1/2)				NA	
LNAV/ VNAV	DA	1026-3/4		332 (400-3/4)				NA	
LNAV	MDA	1100-1/2		406 (500-1/2)		1100-3/4 406 (500-3/4)		NA	
CIRCLING		1160-1		462 (500-1)		1160-1 1/2 462 (500-1 1/2)		NA	



BURLINGTON, IOWA

Amdt 1 09127

BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

40°47'N-91°08'W

RNAV (GPS) RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC BRL <u>111.4</u> Chan 51	APP CRS 108°	Rwy Idg 5350 TDZE 692 Apt Elev 698
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VOR/DME RWY 12
BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

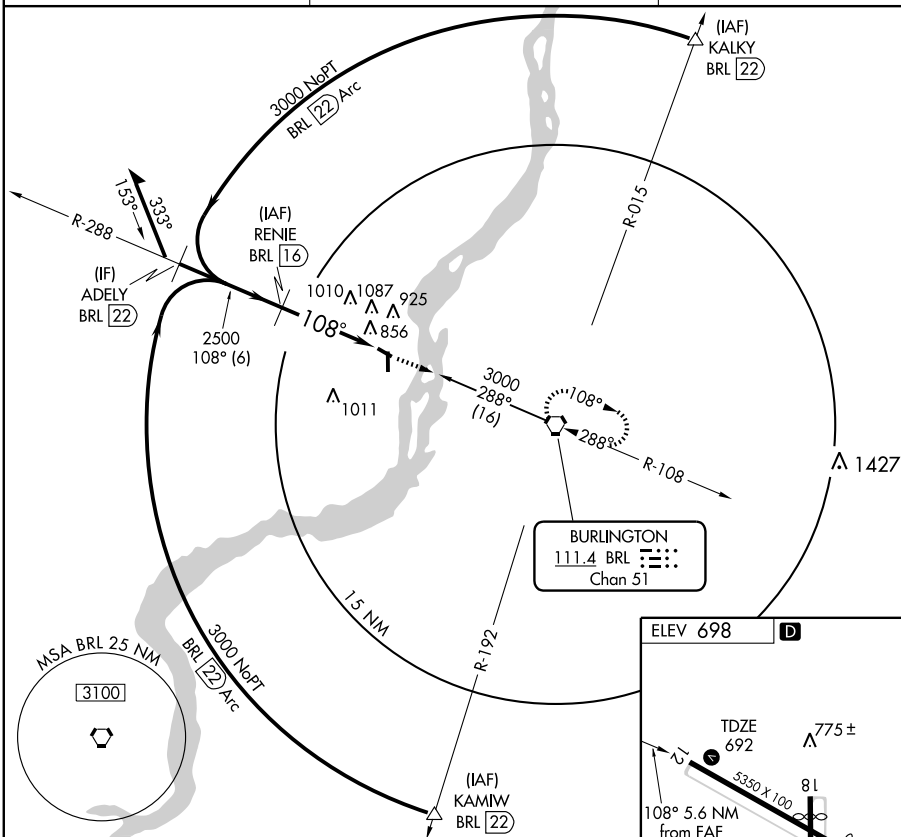
T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000
direct BRL VORTAC and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) **L**



Remain
within 10 NM

Remain within 10 NM


RENI BRL 16

288°

108°

3000

2500

3000	BRL
↑	
	<u>111.4</u>

10.4

A horizontal line with arrows at both ends, labeled "5.6 nm".

CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

ELEV 698

REIL Rwy 12 and 30 **L**
MIRL Rwy 12-30 **L**
HIRL Rwy 18-36 **L**

BURLINGTON, IOWA
Amdt 6A 08APR10

BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

40° 47'N - 91° 08'W

VOR/DME RWY 12

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC BRL
111.4
 Chan 51

APP CRS
288°

Rwy Idg
 TDZE **693**
 Apt Elev **698**

VOR RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

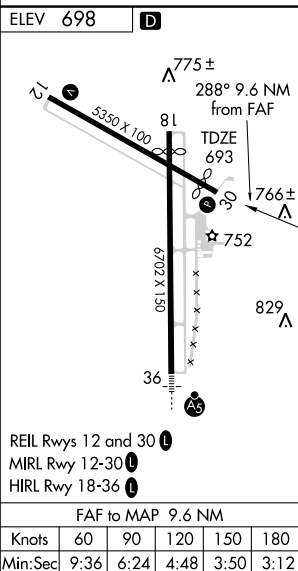
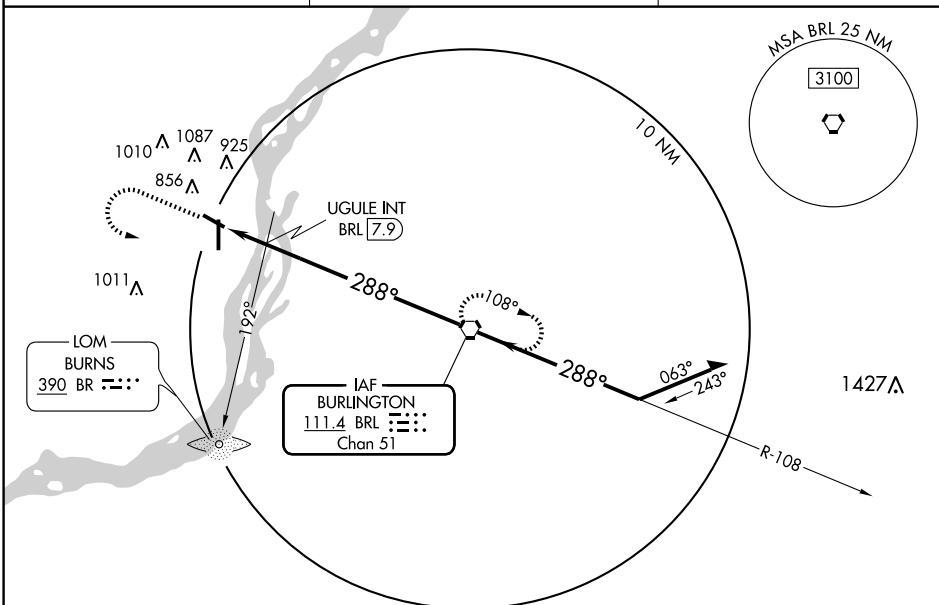
▼ Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS
118.025

CHICAGO CENTER
135.6 370.95

UNICOM
123.0 (CTAF) 0



BURLINGTON, IOWA
 Amdt 13A 08APR10

2000		3000	BRL 111.4	*1300 when using Fort Madison altimeter setting.	
UGULE INT BRL (7.9)		VORTAC		Remain within 10 NM	
BRL (9.6)		288°		3000	
TCH 45		1260*		VGSI and descent angles not coincident.	
1.7 NM		7.9 NM			
CATEGORY	A	B	C	D	
S-30	1260-1	567 (600-1)	1260-1½ 567 (600-1½)	NA	
CIRCLING	1260-1	562 (600-1)	1260-1½ 562 (600-1½)	NA	
UGULE FIX MINIMUMS					
S-30	1080-1 387 (400-1)			NA	
CIRCLING	1160-1 462 (500-1)			NA	

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

VOR RWY 30

40° 47'N - 91° 08'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

CARROLL

ARTHUR N NEU (CIN) 4 SE UTC-6(-5DT) N42°02.77' W94°47.34'

1204 B S4 **FUEL** 100LL, JET A NOTAM FILE CIN

RWY 13-31: H5500X100 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Thld dsplcd 505'.
Railroad.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 03-21: H3300X60 (CONC) MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° Road.

RWY 21: REIL. PAPI(P2L)—GA 3.0° Road.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call
712-792-4980. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 and
Rwy 03-21 preset on low ints, to increase ints, and ACTIVATE
REIL Rwy 13, Rwy 31, Rwy 03 and Rwy 21 and PAPI Rwy 13, Rwy
31, Rwy 03, and Rwy 21-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (712) 792-2306.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

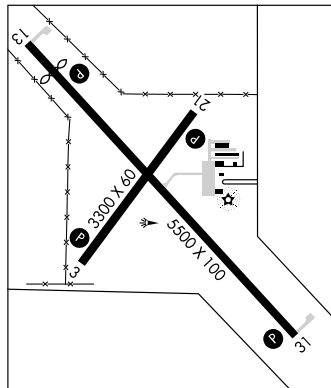
W94°17.69' 206° 40.4 NM to fld. 1164/7E. **HIWAS.**

CARROLL NDB (MHW) 397 CIN N42°02.70' W94°47.11'

at fld. Unmonitored. NOTAM FILE CIN.

OMAHA

H-5C, L-121
IAP



CEDAR RAPIDS N41°53.25' W91°47.14' NOTAM FILE CID.

(H) **VORW/DME** 114.1 CID Chan 88 088° 3.3 NM to The Eastern Iowa arpt. 876/5E.

RCO 122.55 (FORT DODGE RADIO)

CHICAGO

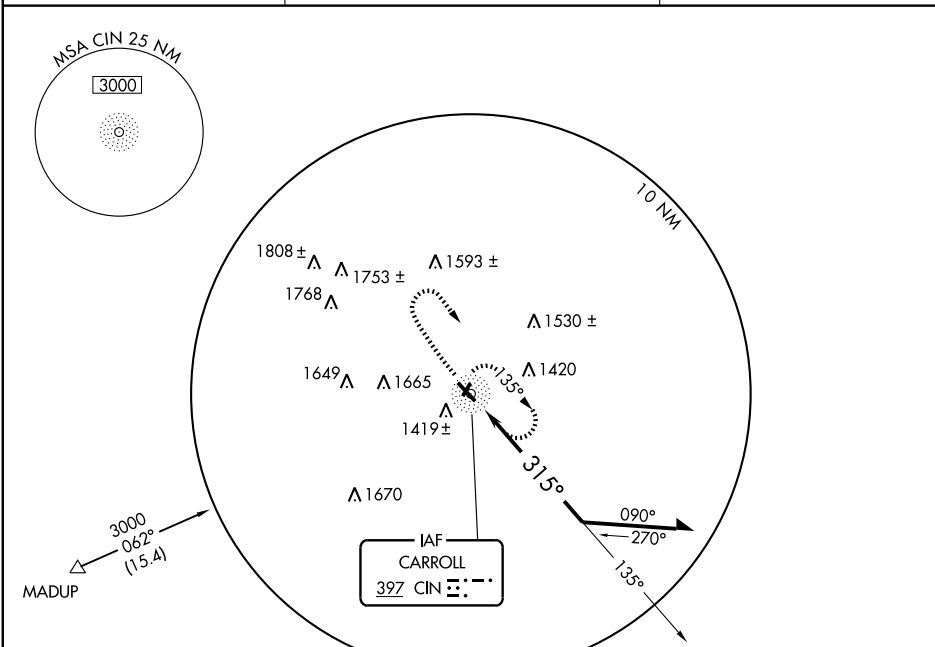
H-5D, L-28G

NDB CIN 397	APP CRS 315°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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NDB RWY 31
CARROLL/ARTHUR N. NEU (CIN)

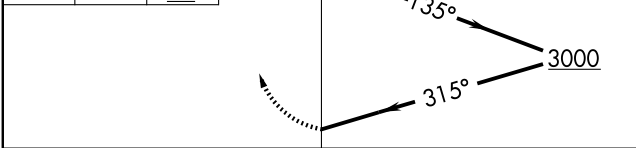
▽ △ NA	MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.
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AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) ①
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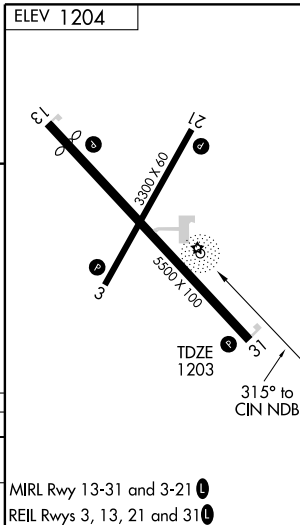


△1919

3000 ↑		CIN 397
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CATEGORY	A	B	C	D
S-31	1780-1	577 (600-1)	1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1	576 (600-1)	1780-1½ 576 (600-1½)	NA



APP CRS 133°	Rwy Idg 4995
	TDZE 1203
	Apt Elev 1204

RNAV (GPS) RWY 13

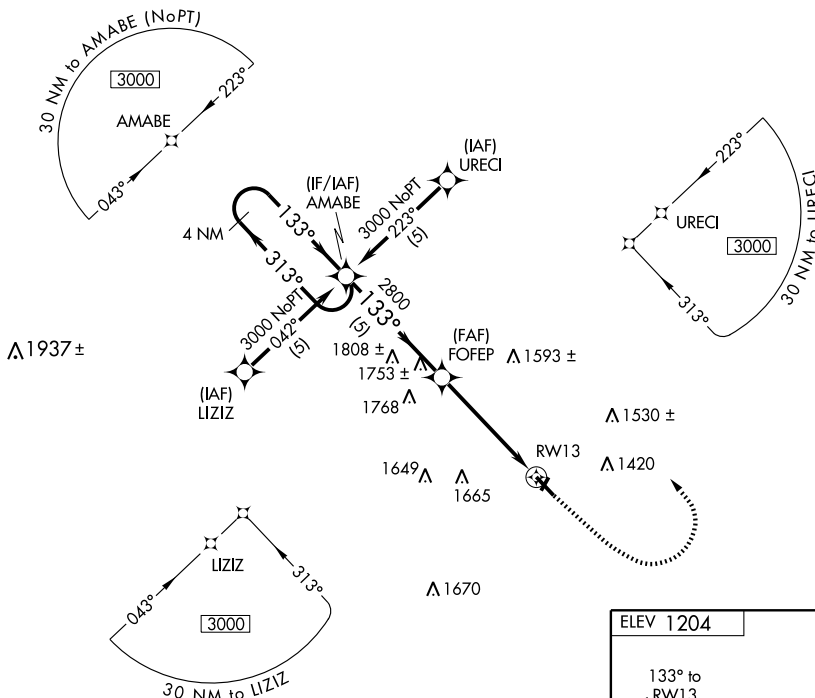
CARROLL/ARTHUR N. NEU (CIN)



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

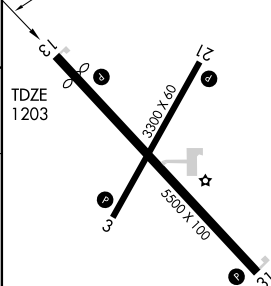
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

AWOS-3
118.025MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

ELEV 1204

133° to RWY 13

TDZE 1203

4 NM
Holding Pattern

AMABE

3000

313°

133°

VGSIs and descent angles
not coincident.

FOFEP

2800

2.93°

TCH 40

1.4 NM to RWY 13

RWY 13

5 NM

3.6 NM

1.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1660-1	457 (500-1)	1660-1 ¼ 457 (500-1 ¼)	NA
CIRCLING	1720-1	516 (600-1)	1720-1 ½ 516 (600-1 ½)	NA

MIRL Rwy 13-31 and 3-21 0
REIL Rws 3, 13, 21 and 31 0

APP CRS
313°

Rwy Idg
1500

TDZE
1203

Apt Elev
1204

RNAV (GPS) RWY 31

CARROLL/ARTHUR N. NEU (CIN)

V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

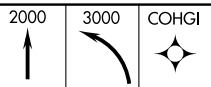
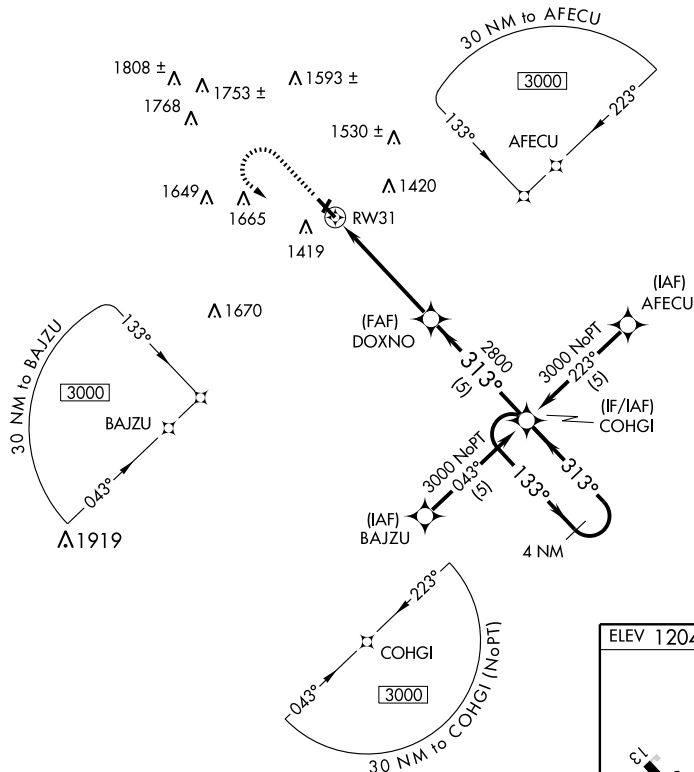
A NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

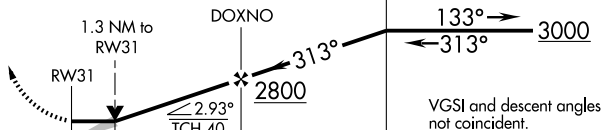
AWOS-3
118.025

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)

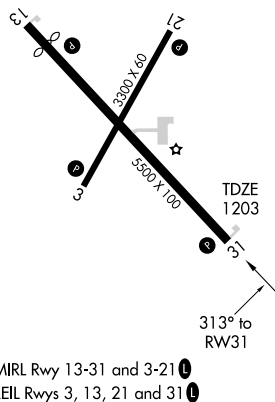


COHGI 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1 ¼ 437 (500-1 ¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1 ½ 516 (600-1 ½)	NA

ELEV 1204

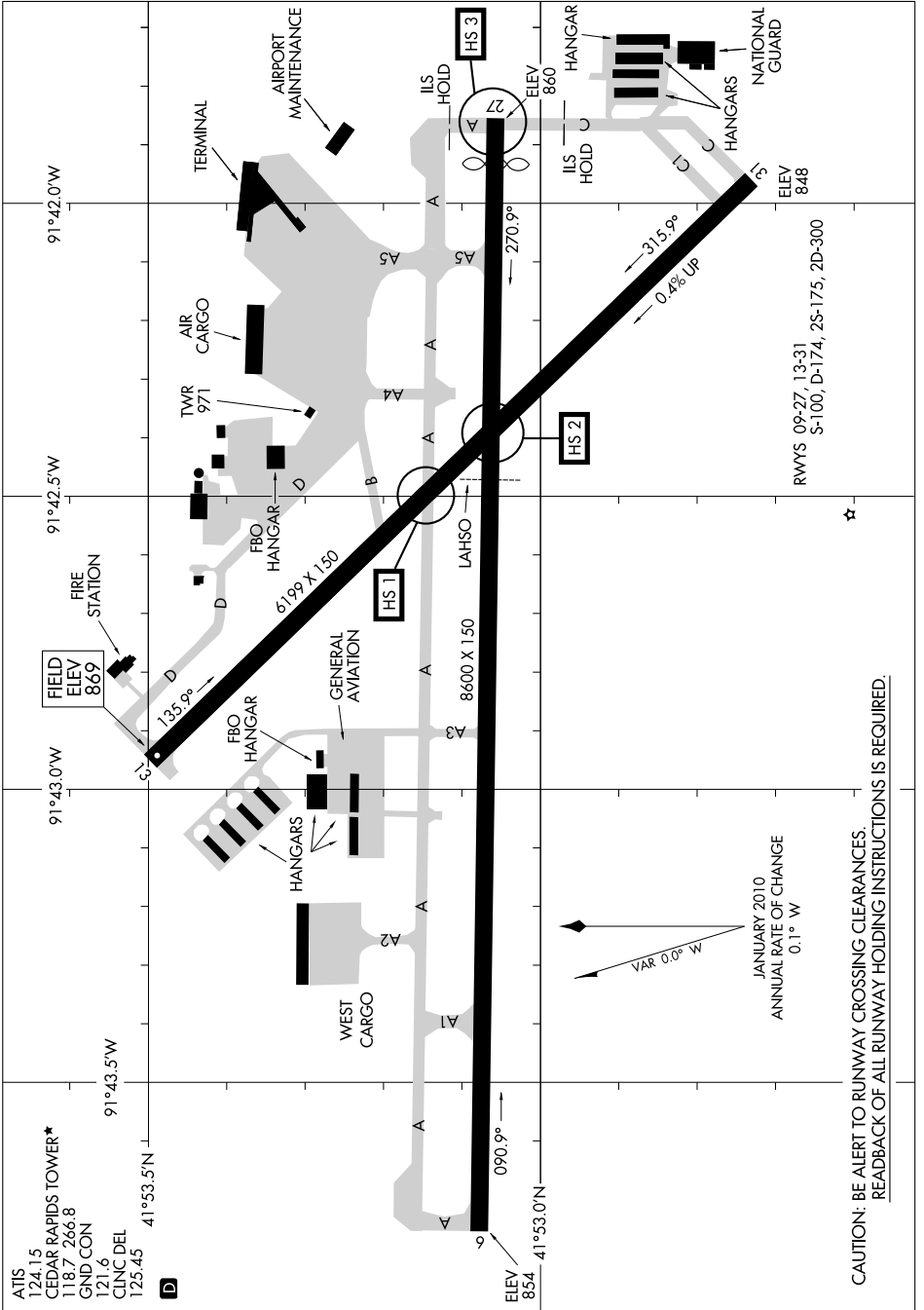


MIRL Rwy 13-31 and 3-21 **1**
REIL Rwy 3, 13, 21 and 31 **1**

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/ THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CEDAR RAPIDS, IOWA
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

CEDAR RAPIDS

THE EASTERN IOWA (CID) 6 SW UTC-6(-5DT) N41°53.11' W91°42.74'

869 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1869(1000)

ARFF Index—See Remarks NOTAM FILE CID

RWY 09-27: H8600X150 (ASPH-CONC-GRVD) S-100, D-174,
2S-175, 2D-300 HIRL

RWY 09: MALSR. PAPI(P4R)—GA 3.0° TCH 58'.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 425'.
Railroad.RWY 13-31: H6199X150 (ASPH-CONC-GRVD)
S-100, D-174, 2S-175, 2D-300 MIRL 0.4% up NW

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 51'.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 43'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	13-31	5800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA-8600	TODA-8600	ASDA-8175	LDA-8175
RWY 13:	TORA-6200	TODA-6200	ASDA-6200	LDA-6200
RWY 27:	TORA-8600	TODA-8600	ASDA-8600	LDA-8175
RWY 31:	TORA-6200	TODA-6200	ASDA-6200	LDA-6200

AIRPORT REMARKS: Attended Mon-Sat 1600-1130Z†, Sun

1700-1100Z†. For fuel svc after hrs call 319-366-2246. Birds on

and invof arpt. Rwy 08-26 CLOSED. When twr clsd and during snow and ice events, all arrival/departure acft announce their intentions on CTAF 5 minutes prior to using the rwys. Personnel and equipment performing snow and ice removal ops will monitor CTAF. Rwy 27 is calm wind rwy. Rwy 09 runway visual range avbl touchdown, rollout. Rwy 27 runway visual range avbl touchdown, rollout. Twy D is a non-movement area fm Twy B to the safety center building exit. Class I, ARFF Index B. Index C level ARFF avbl upon request with 48 hrs notice 319-366-2246. Rwy 27 PAPI restricted to 5° right and left of centerline. When twr clsd ACTIVATE HIRL Rwy 09-27, MIRL Rwy 13-31, VASI Rwy 31, PAPI Rwy 13, Rwy 09 and Rwy 27, MALSR Rwy 31, Rwy 09 and Rwy 27 (0530-1100Z†) and twy lgts—CTAF. NOTE: See Special Notices—The Eastern Iowa Airport Temporary Rwy 08-26.

WEATHER DATA SOURCES: ASOS (319) 363-9021. LAWRS. WSP.

COMMUNICATIONS: CTAF 118.7 ATIS 124.15 UNICOM 122.95

CEDAR RAPIDS RCO 122.55 (FORT DODGE RADIO)

Ⓡ APP/DEP CON 119.7 (091°-269°) 134.05 (270°-090°) 119.05 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

TOWER 118.7 (1100-0530Z†) GND CON 121.6 CLNC DEL 125.45

AIRSPACE: CLASS C svc 1100-0530Z† ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 088° 3.3 NM to fld. 876/5E.

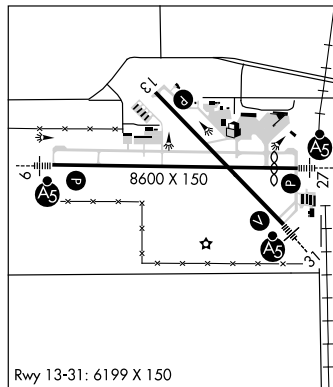
ILS 109.3 I-CID Rwy 09. ILS unmonitored when twr clsd. LOM unmonitored.

ILS/DME 111.3 I-RRU Chan 050 Rwy 27 Class IA. ILS unmonitored when twr clsd.

CHICAGO

H-5D, L-28G

IAP, AD



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CID 109.3	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 855 869
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ILS or LOC RWY 9

CEDAR RAPIDS/THE EASTERN IOWA (CID)

⚠ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.
*** RVR 1800 authorized with the use of FD or AP or HUD to DA.**

MALSR



MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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△ 2421

△ 1934

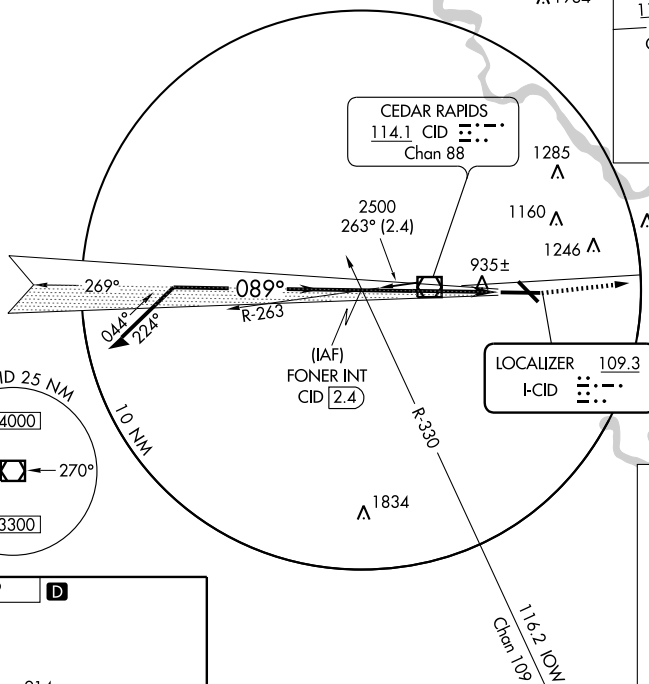
MISSED
APCH FIX

114.1 CID
R-082
Chan 88

116.2 IOW
R-021
Chan 109

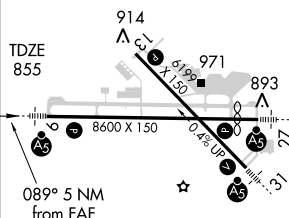
082°
262°

LISBO
CID [19.1]



ELEV 869

D



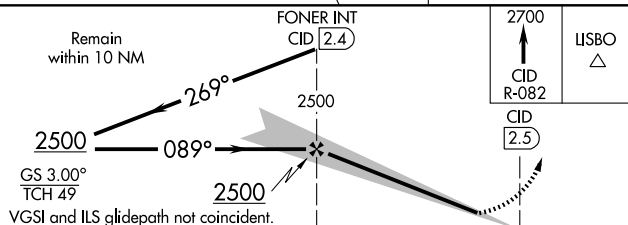
MIRL Rwy 13-31 **1**
 HIRL Rwy 9-27 **1**
 REIL Rwy 13

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CEDAR RAPIDS, IOWA

Amdt 17A 10266

Remain
within 10 NM

CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS/THE EASTERN IOWA (CID)

41°53'N-91°43'W

ILS or LOC RWY 9

LOC/DME I-RRU 111.3 Chgn 50	APP CRS 269°	Rwy Idg 8175 TDZE 862 Apt Elev 869
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ILS or LOC RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

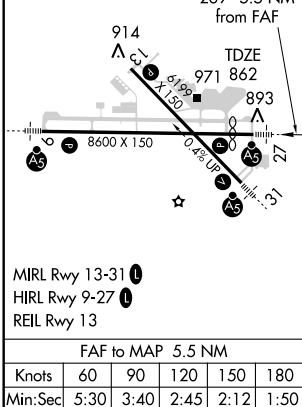
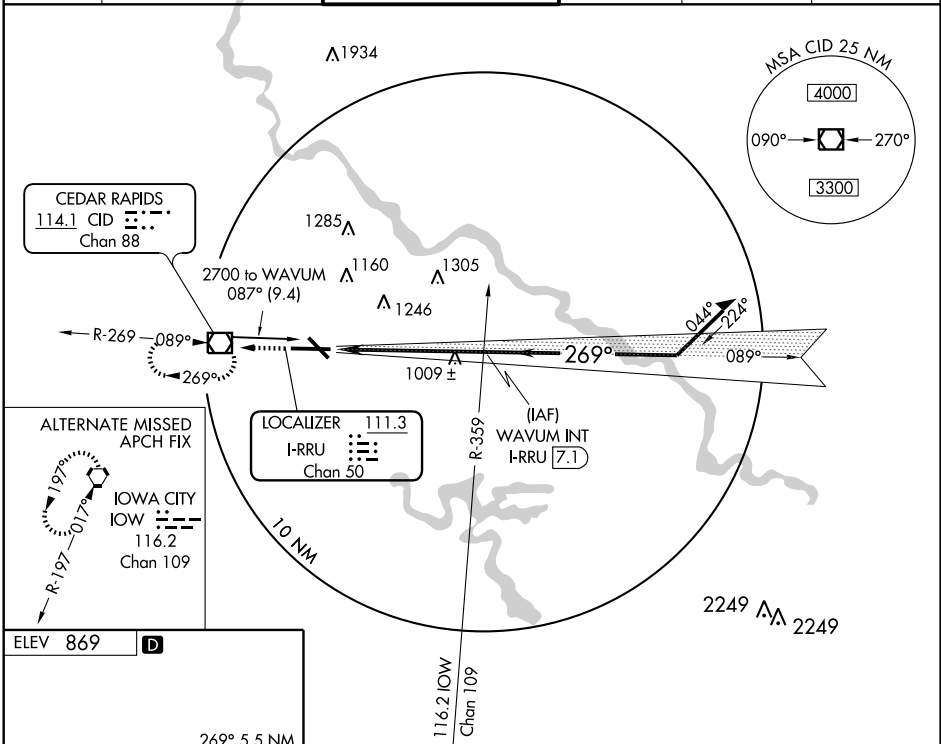
T If local altimeter setting not received, use Iowa City altimeter setting
A and increase all DAs/MDAs 80 feet. VDP NA when using
 Iowa City altimeter setting.
 *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 2900
direct CID VOR/DME and hold,
continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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[illegible]

CEDAR RAPIDS, IOWA

Amdt 6A 11MAR10

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

ILS or LOC RWY 27

41°53'N-91°43'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02 13	13-31 02-20	6,050 feet 3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05 13	13-31 05-23	6,350 feet 5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31 36	18-36 13-31	4,800 feet 4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13 18	18-36 13-31	3,250 feet 4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13 17	17-35 13-31	5,400 feet 5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14 20	02-20 14-32	6,200 feet 4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06 12 18 24 30 36	12-30 06-24 06-24 18-36 18-36 12-30	3,900 feet 6,100 feet 4,850 feet 3,950 feet 4,800 feet 3,650 feet

WAAS CH 77603 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 857 870
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RNAV (GPS) RWY 9

CEDAR RAPIDS/THE EASTERN IOWA (CID)

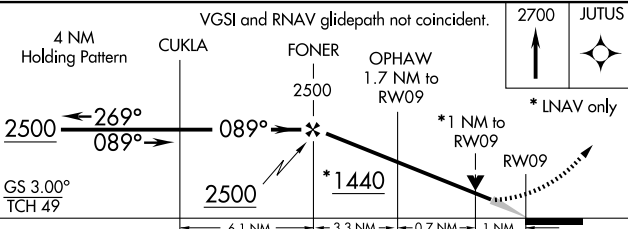
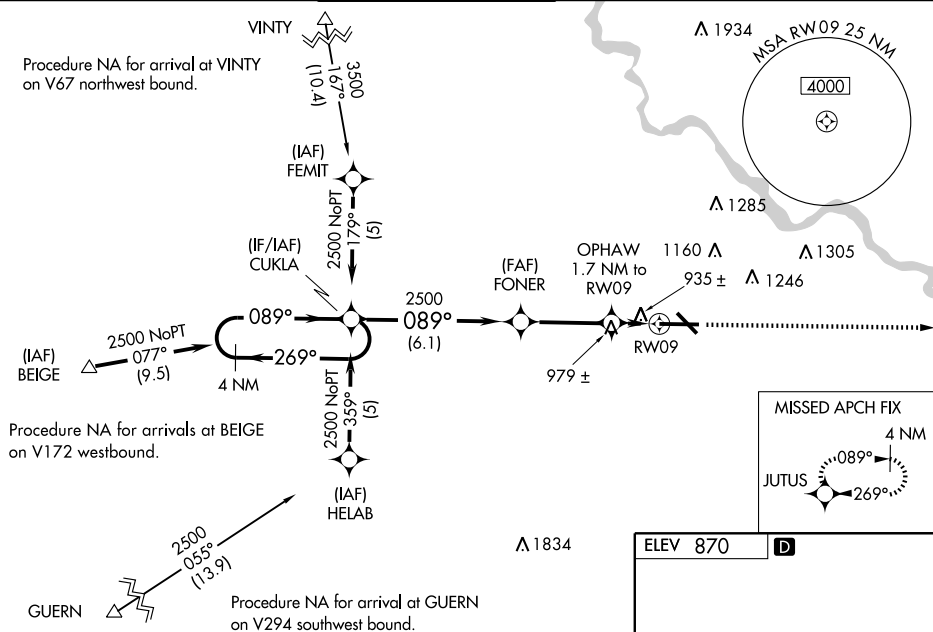
Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat C to RVR 4000. For inoperative MALS increase LNAV Cat D visibility to RVR 6000. VDP NA with Iowa City altimeter setting. When using Iowa City altimeter setting; for inoperative MALS, increase LPV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 6000 and LNAV Cat D visibility to 1½ miles.

MALS

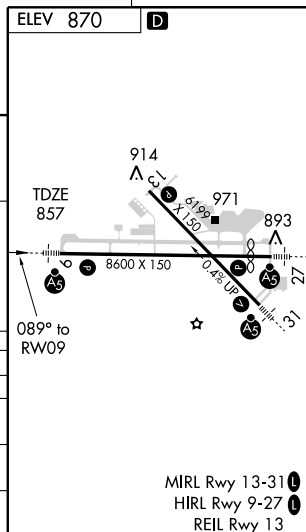


MISSED APPROACH:
Climb to 2700 direct
JUTUS and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1057/24		200 (200-½)	
LNAV/VNAV DA	1204/40		347 (400-¾)	
LNAV MDA	1240/24		383 (400-½)	1240/50 383(400-1)
CIRCLING	1280-1 410 (500-1)	1320-1 450 (500-1)	1320-1½ 450 (500-1½)	1420-2 550 (600-2)



CEDAR RAPIDS, IOWA

Amdt 2 23SEP10

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N-91°43'W

RNAV (GPS) RWY 9

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS Chan 86201 W13A	APP CRS 134°	Rwy Idg TDZE 869 Apt Elev 869	6199 869
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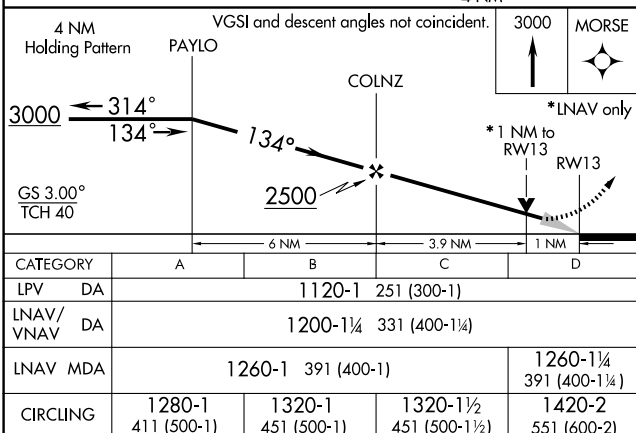
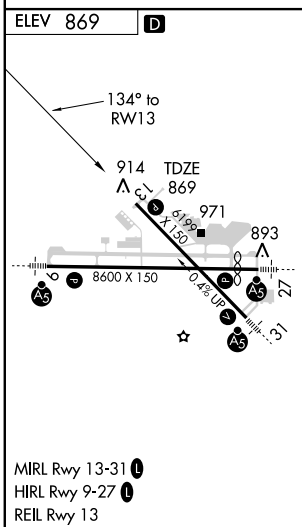
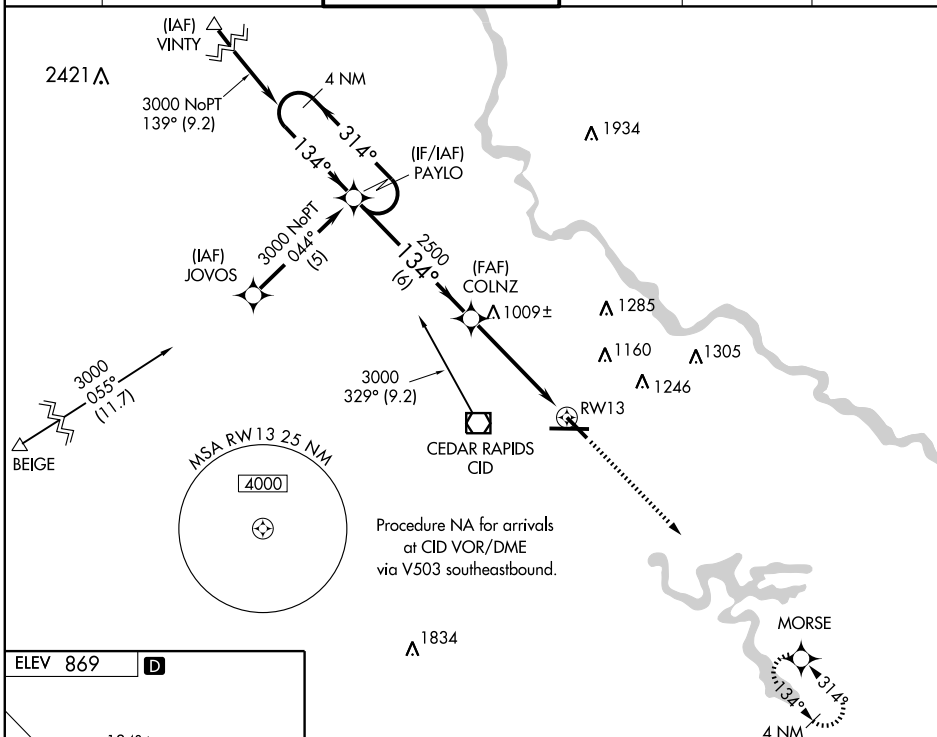
RNAV (GPS) RWY 13

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

Baro-VNAV NA below -16° (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.

MISSED APPROACH: Climb to 3000
direct MORSE and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE 8175 Apt Elev 862 869
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RNAV (GPS) RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

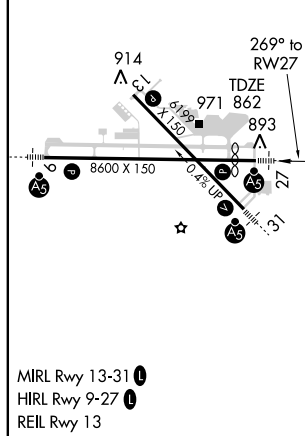
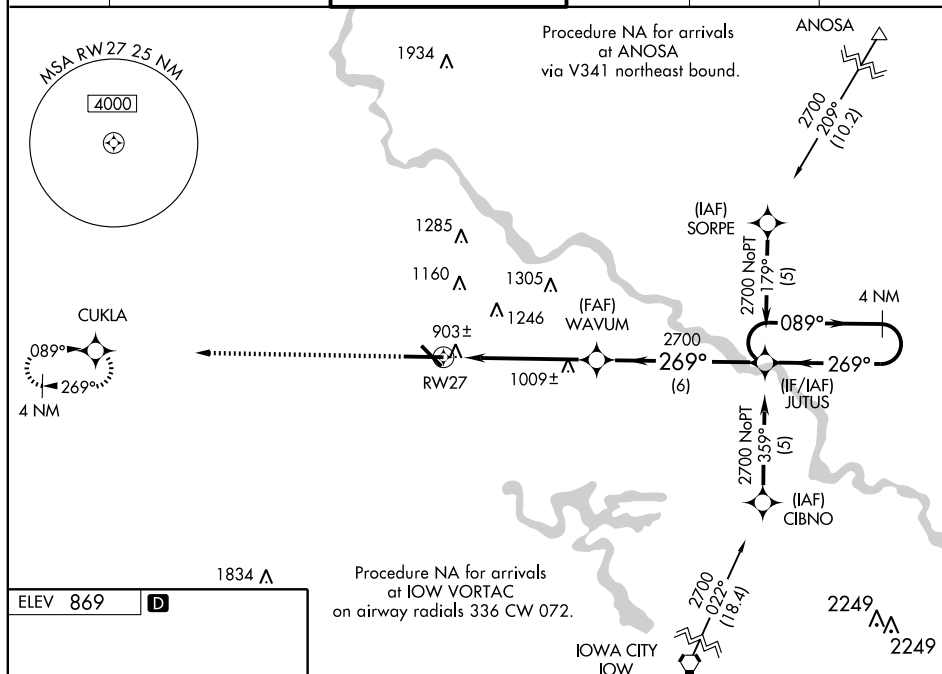
▼ Baro-VNAV NA when using Iowa City altimeter setting.
▲ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

MALSR



MISSED APPROACH:
Climb to 2500 direct
CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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2500	CUKLA	WAVUM	JUTUS	4 NM Holding Pattern
1.1 NM to RWY 27	1.1 NM	4.4 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

WAAS Chan 77503 W31A	APP CRS 314°	Rwy Idg TDZE 861 Apt Elev 869	6199
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RNAV (GPS) RWY 31

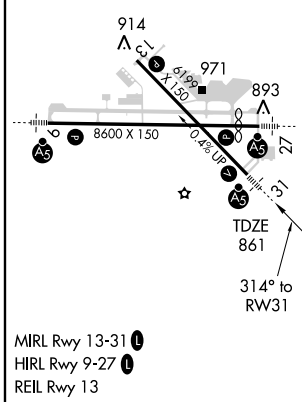
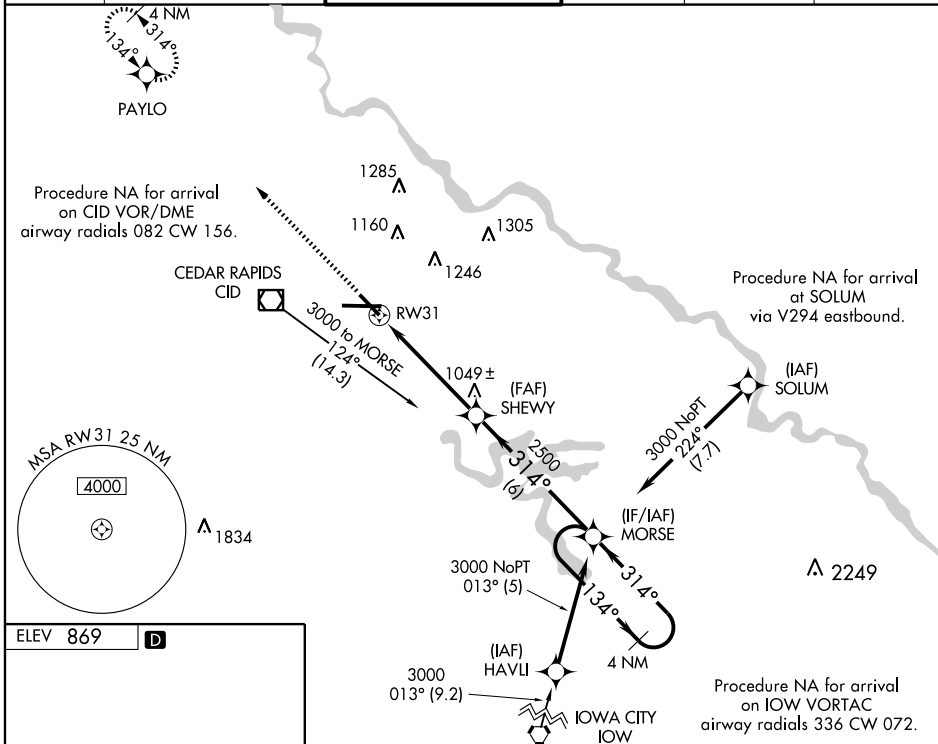
CEDAR RAPIDS/THE EASTERN IOWA (CID)



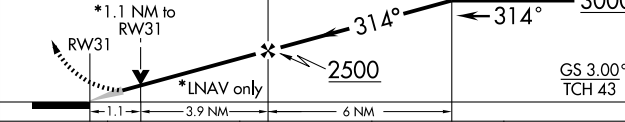
Baro-VNAV NA below -16°C (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1½ mile.



MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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3000	PAYLO	SHEWY		MORSE	4 NM Holding Pattern
					
					
CATEGORY	A		B	C	D
LPV DA	1120-½ 259 (300-½)				
LNAV/VNAV DA	1140-½ 279 (300-½)				1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)				1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)	

VOR/DME CID 114.1 Chan 88	APP CRS 089°	Rwy Idg TDZE 857 Apt Elev 870
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VOR/DME RWY 9

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

▼ For inoperative MALSR increase S-9 Cat D visibility to RVR 6000. When local altimeter setting not received use Iowa City altimeter setting and increase all MDA 80 feet; increase S-9 Cat C visibility to RVR 4000. VDP NA with Iowa City altimeter setting.

MALSR

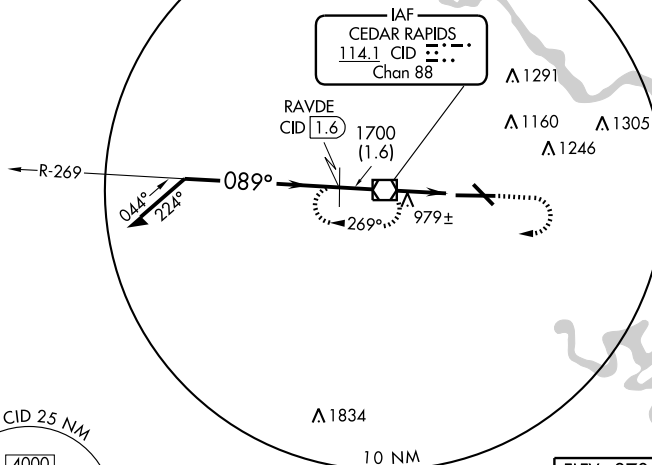


MISSED APPROACH: Climb to 3000 then right turn direct CID VOR/DME and hold.

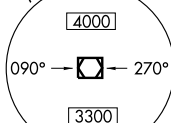
ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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A 2421

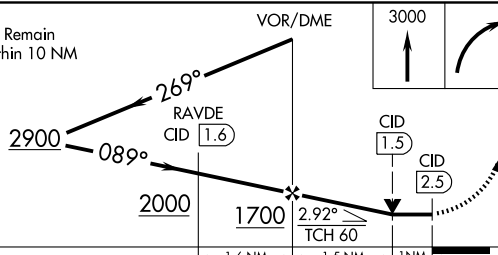
A 1934



MSA CID 25 NM

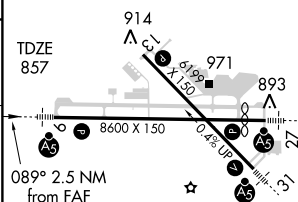


Remain within 10 NM



ELEV 870

D



089° 2.5 NM from FAF

MIRL Rwy 13-31
HIRL Rwy 9-27
REIL Rwy 13

CEDAR RAPIDS, IOWA

Amdt 17 23SEP10

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N-91°43'W

VOR/DME RWY 9

VOR/DME CID <u>114.1</u> Chan 88	APP CRS 268°	Rwy Idg 8175 TDZE 862 Apt Elev 869
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VOR RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

T If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.

A For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

MALSR



MISSED APPROACH: Climb to 2900
direct CID VOR/DME and hold,
continue climb-in-hold to 2900.

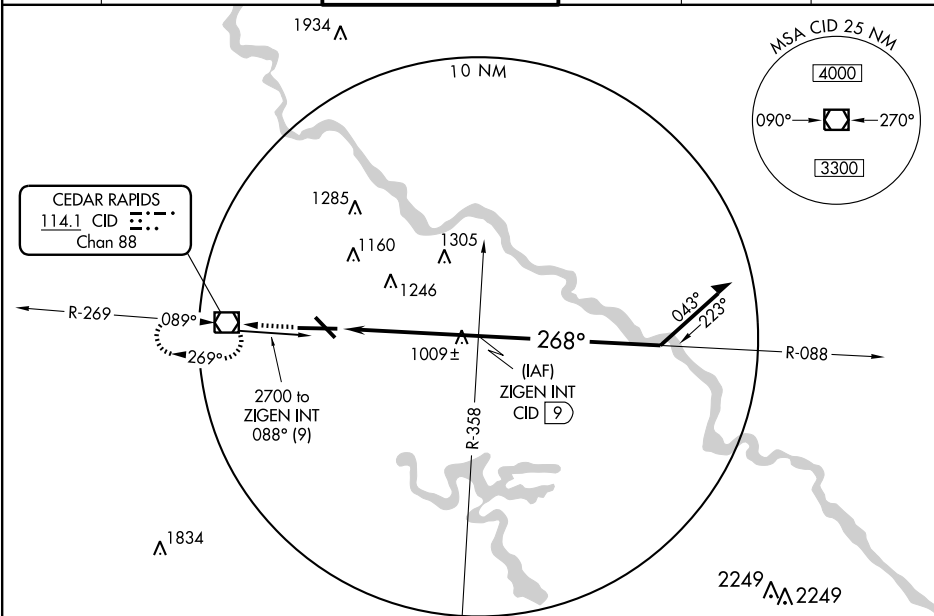
ATIS
124.15

CEDAR RAPIDS APP CON★
119.7 266.8

CEDAR RAPIDS TOWER★
118.7 (CTAF) **L** 266.8

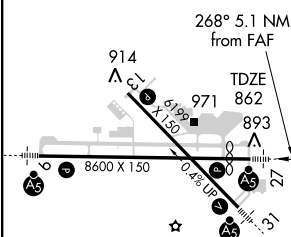
GND CON
121.6

CLNC DEL
125.45

UNICOM
122.95

ELEV 869	D
----------	---

D

MIRL Rwy 13-31 **L**

HIRL Rwy 9-27 **(L)**

REIL Rwy 13

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CEDAR RAPIDS, IOWA

Amdt 13 10266

2900

CID



ZIGEN

CID [

Remain
within 10 NM

CID

10

2

20.

14

700

≥ 3.30 TCH 46	VGSI and descent angles not coincident.
-----------------------	---

CATEGORY	A	B	C	D
S-27	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

VOR RWY 27

41°53'N-91°43'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

CENTERVILLE MUNI (TVK) 3 SW UTC-6(-5DT) N40°41.07' W92°54.06'CHICAGO
L-27A
IAP

1023 B FUEL 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16-34: H4099X75 (CONC) S-42, D-65, 2D-120 MIRL

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 34: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1430-2300Z†, Arpt on call holidays. After hrs call Airport Manager on 641-856-4023, residence located on arpt grounds. 24-hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 123.775 (641) 437-1213.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 118.15

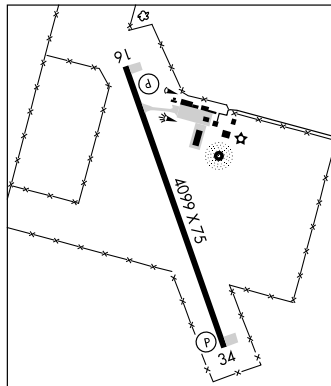
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'
W92°19.56' 226° 33.4 NM to fld. 820/6E.

HIWAS.

NDB (MHW) 290 TVK N40°41.23' W92°54.00' at fld.

NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.

**CHARITON MUNI** (CNC) 3 W UTC-6(-5DT) N41°01.18' W93°21.58'OMAHA
L-12J, 27A
IAP

1050 B FUEL 100LL, JET A NOTAM FILE CNC

RWY 10-28: H4000X75 (CONC-WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)-GA 3.0° TCH 26'. RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 33'.

RWY 17-35: H2800X75 (CONC) S-4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended on call. For assistance call 641-774-5083. MIRL Rwy 17-35 and Rwy 10-28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (641) 774-5645.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 145° 28.2 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 335 CNC N41°01.01' W93°21.72' at fld. NOTAM FILE CNC.

CHARLES CITY N43°04.11' W92°36.49' NOTAM FILE CCY.CHICAGO
L-12J, 27A

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)

NDB TVK 290	APP CRS 340°	Rwy Idg TDZE Apt Elev	4099 1023 1028
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NDB or GPS RWY 34

CENTERVILLE MUNI (TVK)



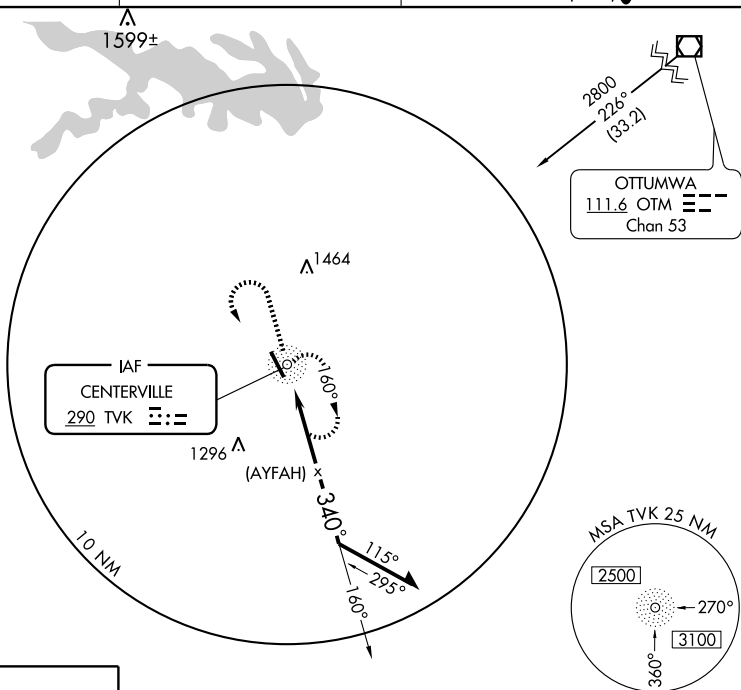
When local altimeter setting not received,
use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn
direct TVK NDB and hold.

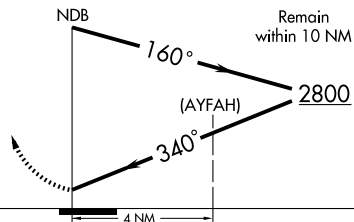
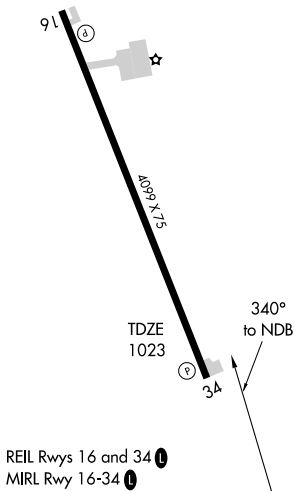
ASOS
123.775

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



ELEV 1028



CATEGORY	A	B	C	D
S-34	1640-1	617 (700-1)	1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1	612 (700-1)	1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

CENTERVILLE, IOWA

Amdt 1B 10154

40°41'N-92°54'W

CENTERVILLE MUNI (TVK)
NDB or GPS RWY 34

APP CRS **158°**
 Rwy Idg **4099**
 TDZE **1023**
 Apt Elev **1023**

RNAV (GPS) RWY 16

CENTERVILLE MUNI (TVK)

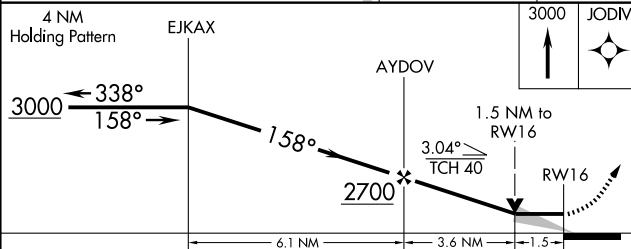
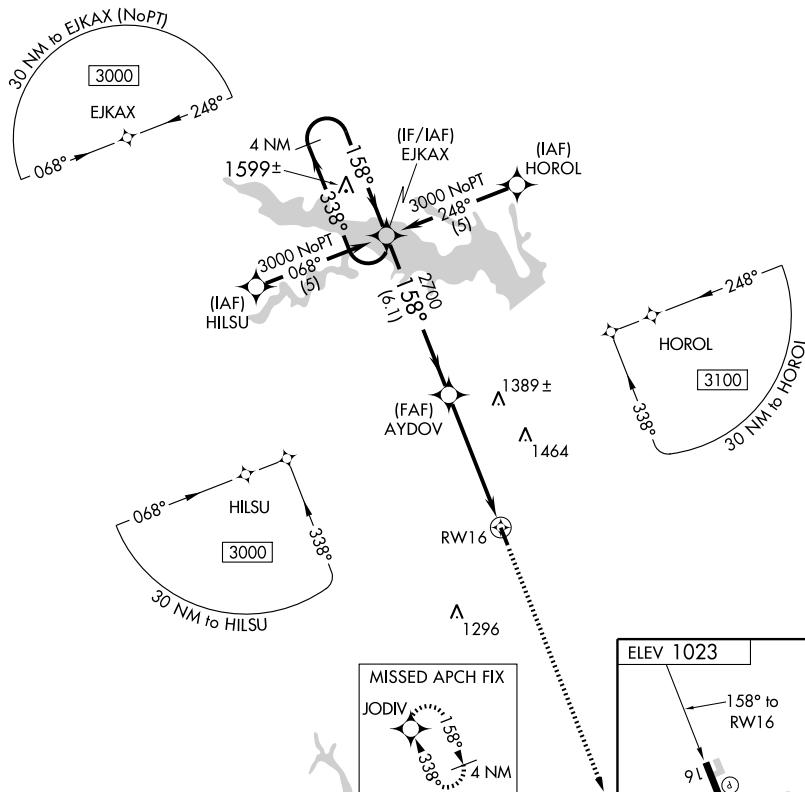
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chariton altimeter setting and increase all MDA 80 feet.
▲ VDP NA when using Chariton altimeter setting.

MISSED APPROACH: Climb to 3000 direct JODIV and hold.

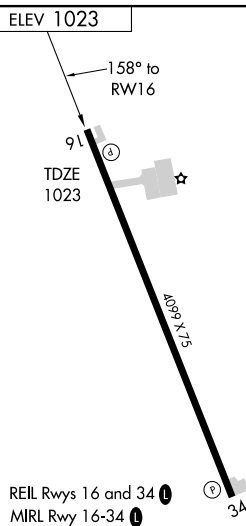
ASOS
123.775

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAB MDA	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1540-1¾ 517 (600-1¾)
CIRCLING	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1580-2 557 (600-2)



WAAS CH 86517 W34A	APP CRS 338°	Rwy Idg TDZE 1023 Apt Elev 1023
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RNAV (GPS) RWY 34

CENTERVILLE MUNI (TVK)

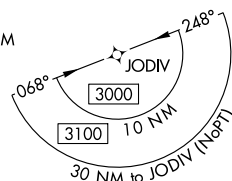
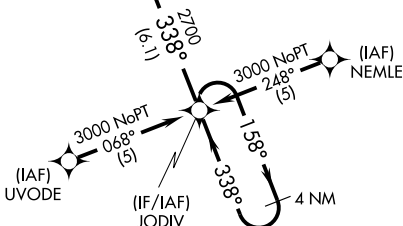
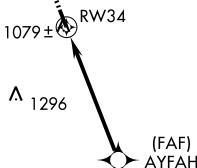
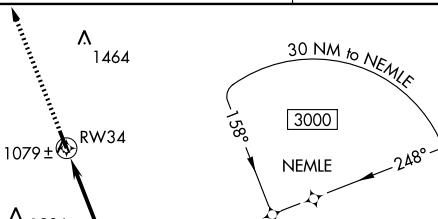
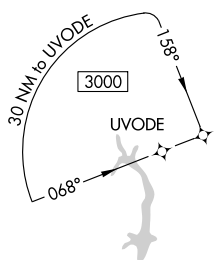
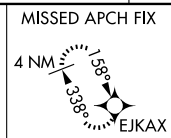
⚠ Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cnts and LNAV Cnts C/D visibility ¼ mile. VDP NA when using Chariton altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
EJKAX and hold.

ASOS
123.775

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



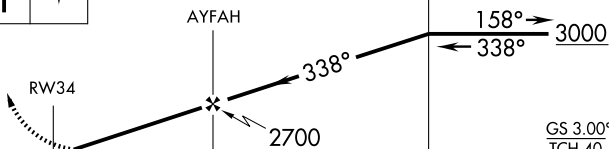
ELEV 1023



TDZE
1023

338° to
RW34

REIL Rwy 16 and 34
MIRL Rwy 16-34



CATEGORY	A	B	C	D
LPV DA	1273-1	250 (300-1)		
LNAV/VNAV DA	1349-1¼	326 (400-1¼)		
LNAV MDA	1500-1	477 (500-1)	1500-1¼ 477 (500-1¼)	1500-1½ 477 (500-1½)
CIRCLING	1500-1	477 (500-1)	1500-1½ 477 (500-1½)	1580-2 557 (600-2)

CENTERVILLE, IOWA
Orig 03JUN10

40°41'N-92°54'W

CENTERVILLE MUNI (TVK)
RNAV (GPS) RWY 34

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

CENTERVILLE MUNI (TVK) 3 SW UTC-6(-5DT) N40°41.07' W92°54.06'CHICAGO
L-27A
IAP

1023 B FUEL 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16-34: H4099X75 (CONC) S-42, D-65, 2D-120 MIRL

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 34: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1430-2300Z†, Arpt on call holidays. After hrs call Airport Manager on 641-856-4023, residence located on arpt grounds. 24-hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 123.775 (641) 437-1213.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 118.15

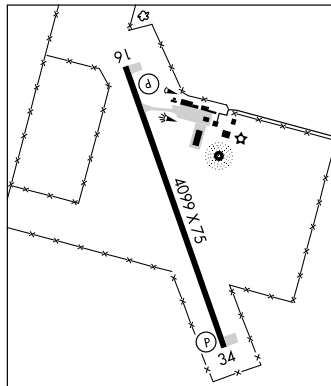
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'
W92°19.56' 226° 33.4 NM to fld. 820/6E.

HIWAS.

NDB (MHW) 290 TVK N40°41.23' W92°54.00' at fld.

NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.

**CHARITON MUNI** (CNC) 3 W UTC-6(-5DT) N41°01.18' W93°21.58'OMAHA
L-12J, 27A
IAP

1050 B FUEL 100LL, JET A NOTAM FILE CNC

RWY 10-28: H4000X75 (CONC-WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)-GA 3.0° TCH 26'. RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 33'.

RWY 17-35: H2800X75 (CONC) S-4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended on call. For assistance call 641-774-5083. MIRL Rwy 17-35 and Rwy 10-28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (641) 774-5645.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 145° 28.2 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 335 CNC N41°01.01' W93°21.72' at fld. NOTAM FILE CNC.

CHARLES CITY N43°04.11' W92°36.49' NOTAM FILE CCY.CHICAGO
L-12J, 27A

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)

NDB CNC 335	APP CRS 165°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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NDB RWY 17

CHARITON MUNI (CNC)

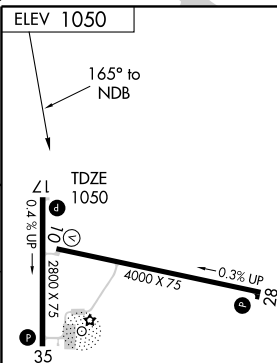
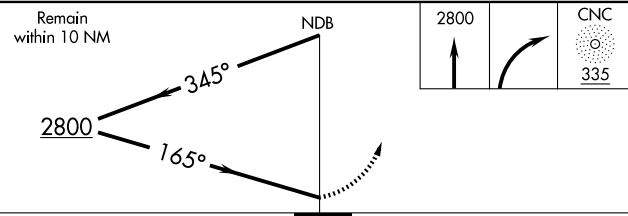
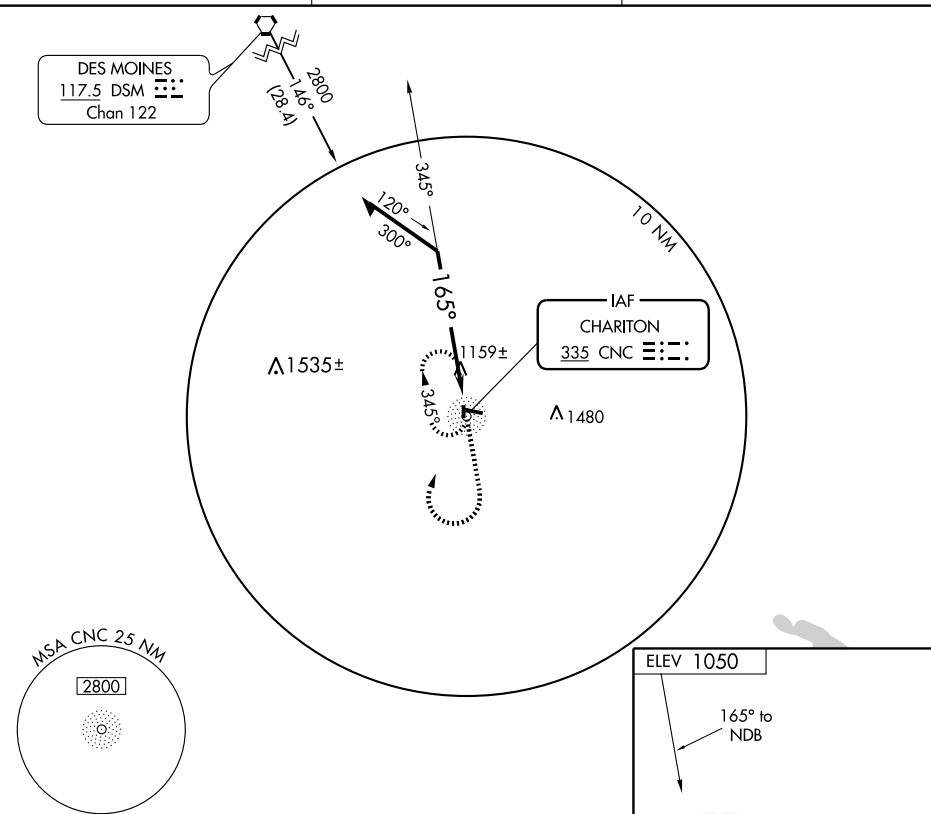
▼
▲ NA

MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwy 10, 17, 28 and 35 0
MIRL Rwy 10-28 and 17-35 0

APP CRS
099°

Rwy Idg
4000

TDZE
1046

Apt Elev
1050

RNAV (GPS) RWY 10

CHARITON MUNI (CNC)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

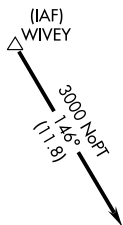
▲ VDP NA when using Lamoni altimeter setting.

MISSED APPROACH:
Climb to 3000 direct EBORE and hold.

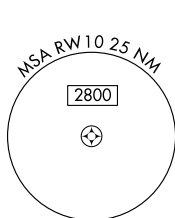
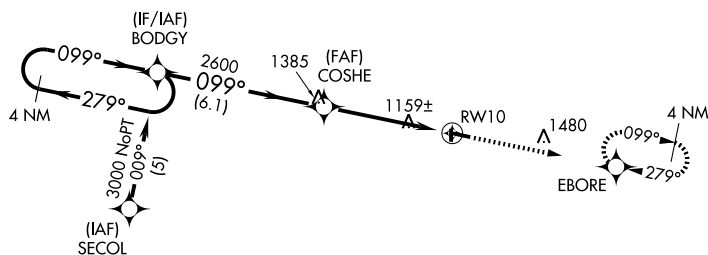
AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals
at WIVEY
via V13-77-161 northbound.



Procedure NA for arrivals
at OHGEE
via V216 northeast bound
and V175 southeast bound.



ELEV 1050

4 NM
Holding Pattern

BODGY

3000 ← 279°
099° →

VGSI and descent angles
not coincident.

COSHE

3000

EBORE

1.2 NM
to RWY 10

2600

3.04°
TCH 40

RWY 10

099° to
RWY 10

1.0

0.4% UP

2800 X 75

35

10

TDZE
1046

4000 X 75

0.3% UP

CATEGORY	A	B	C	D
LNNAV MDA	1440-1	394 (400-1)	NA	NA
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	NA

REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

APP CRS	Rwy Idg	2800
177°	TDZE	1050
	Apt Elev	1050

RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

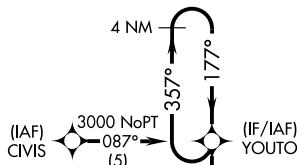
UNICOM
122.8 (CTAF) 0

(IAF)
DES MOINES
DSM

3000 NoPT
134°
(1.9)

Procedure NA for arrivals
at DSM VORTAC
via airway radials 079 CW 189.

WIVEY 3000
094°
(11.6)



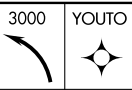
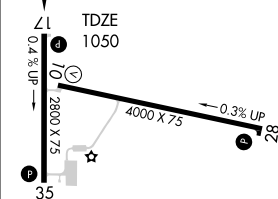
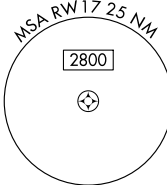
ELEV 1050

1535±

1159±

RWY 17

1480



OLLIS

YOUTO

4 NM Holding Pattern

RWY 17

2600

177°

357°

3000

VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

VORTAC DSM
117.5
Chan **122**

APP CRS
146°

Rwy Idg
TDZE
Apt Elev
2800
1050
1050

VOR or GPS RWY 17

CHARITON MUNI (CNC)



MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) **0**

DME or RADAR REQUIRED

IAF
DES MOINES
117.5 DSM
Chan **122**

2800 NoPT
146°
(17)

R-146

JAMIS
DSM **17**
RADAR

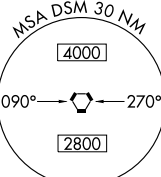
2800
146°
(9)

OAKLY
DSM **22**
RADAR

Δ1535 ±

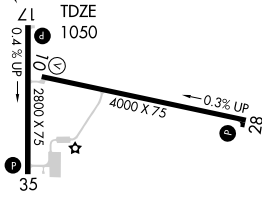
(MAFOL)

1480
Δ



ELEV 1050

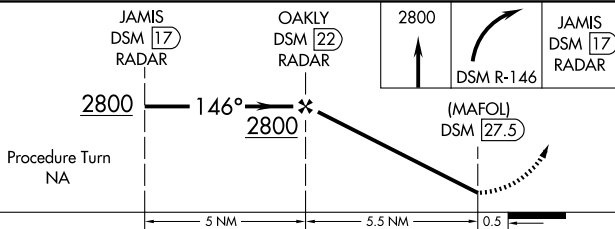
146° 6 NM
from FAF



REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

FAF to MAP 5.5 NM				
Knots	60	90	120	150
Min:Sec	5:30	3:40	2:45	2:12
				1:50

CHARITON, IOWA
Amdt 1A 09351



CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

41°01'N-93°22'W

VOR or GPS RWY 17

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

CHARLES CITY**NORTHEAST IOWA RGNL** (CCY) 3 E UTC-6(-5DT) N43°04.36' W92°36.65'**CHICAGO**

1125 B S4 FUEL 100LL, JET A NOTAM FILE CCY

L-121, 28F

RWY 12-30: H4001X75 (CONC) S-30 MIRL

IAP

RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 27'. Tree.

RWY 04-22: 2536X160 (TURF)

RWY 04: P-line.

RWY 22: Tree.

RWY 17-35: 1780X170 (TURF)

RWY 17: Road.

RWY 35: Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1400-2200Z†. For svc after dusk call

641-228-3075/228-6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones.

Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (641) 228-7069.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHARLES CITY RCD 122.4 (FORT DODGE RADIO)

® WATERLOO APP/DEP CON 118.9 (1200-0200Z†)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 086° 31.7 NM to fld. 1210/6E.

CHARLES CITY NDB (MHW) 375 CCY N43°04.11' W92°36.49' at fld. NOTAM FILE CCY. Unmonitored
2300-1300Z†.

CHUKK NDB (MHW/LOM) 417 IY N43°08.04' W92°43.69' 122° 6.3 NM to fld.

ILS 108.3 I-YYY Rwy 12. LOM CHUKK NDB. LOC only.

CHEROKEE CO RGNL (CKP) 1 S UTC-6(-5DT) N42°43.87' W95°33.37'**OMAHA**

1227 B FUEL 100LL, JET A NOTAM FILE CKP

L-121

RWY 18-36: H3801X75 (CONC) S-15 MIRL 0.4% up S

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49'. Pole.

RWY 01-19: 2645X100 (TURF)

RWY 01: Thld dsplcd 408'. Railroad.

RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. For attendant after hours call

712-225-6168. For fuel after hrs call 712-225-6168 or 712-229-9365. Waterfowl on and invof arpt.

Parachute Jumping. Rwy 01-19 CLOSED Nov-Apr. Rwy 01-19 marked with yellow cones. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.225 (712) 225-1088.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 206° 30.2 NM to fld. 1330/5E.

CHUKK N43°08.04' W92°43.69' NOTAM FILE FOD.**CHICAGO**

NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL.

L-281, 28F

CLARINDA N40°43.60' W95°01.65' NOTAM FILE ICL.**OMAHA**

NDB (MHW) 353 ICL at Schenck Fld.

L-101

LOC RWY 12

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

LOC I-IYY 108.3	APP CRS 122°	Rwy Idg TDZE 1120 Apt Elev 1125	4001
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ADF required.
When local altimeter setting not received, use Waterloo
altimeter setting and increase all MDA 120 feet.

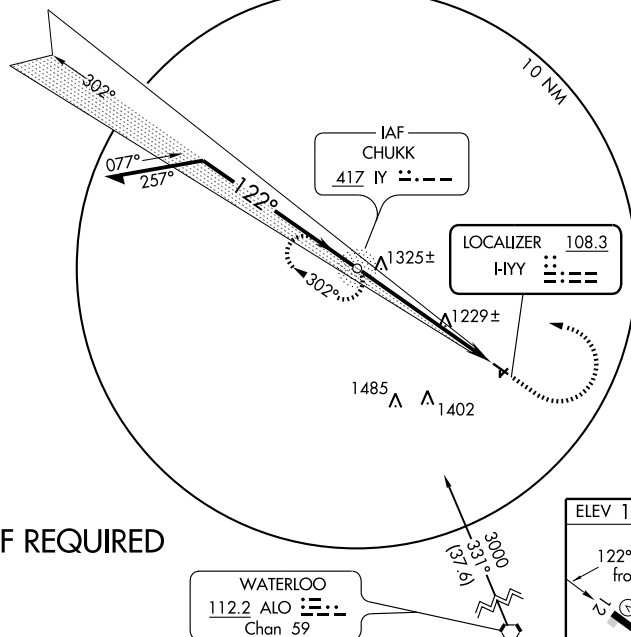
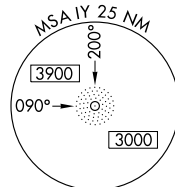
MISSED APPROACH: Climb to 1600 then climbing left turn
to 3000 direct IY NDB and hold.

AWOS-3
125.525

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) 0

△ 2799

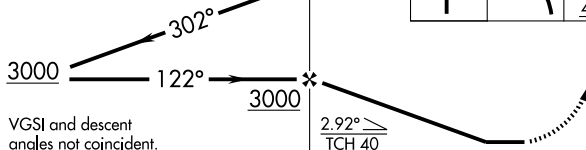


ADF REQUIRED

WATERLOO
112.2 ALO Chan 59

Remain
within 10 NM

NDB



VGSI and descent
angles not coincident.

2.92°
TCH 40

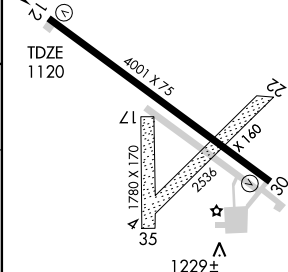
5.9 NM

CATEGORY	A	B	C	D
S-12	1480-1	360 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

ELEV 1125

122° 5.9 NM
from FAF

TDZE
1120



MIRL Rwy 12-30

REIL Rwy 12 and 30

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NDB RWY 12

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

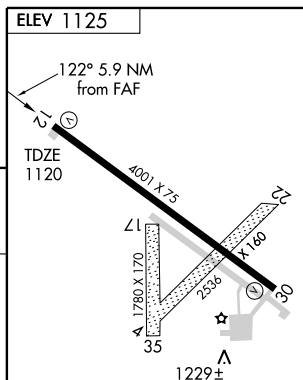
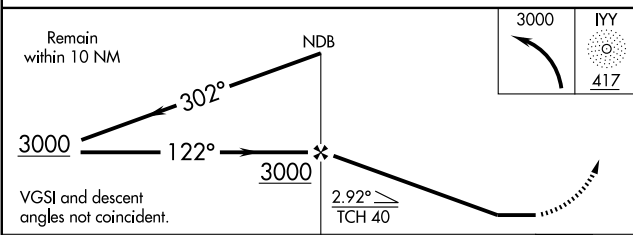
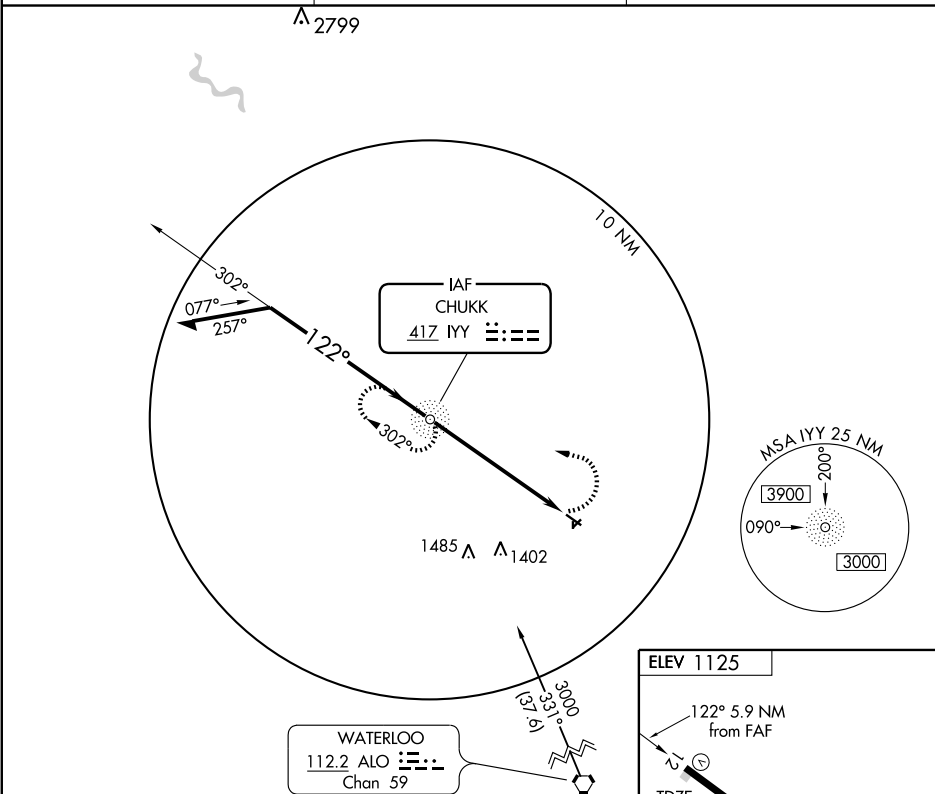
NDB IYY <u>417</u>	APP CRS 122°	Rwy Idg 4001 TDZE 1120 Apt Elev 1125
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When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) ①
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			5.9 NM						
CATEGORY	A	B	C	D					
S-12	1640-1	520 (600-1)	NA						
CIRCLING	1640-1	515 (600-1)	NA	FAF to MAP 5.9 NM					
				Knots	60	90	120	150	180
				Min:Sec	5:54	3:56	2:57	2:22	1:58

RNAV (GPS) RWY 12

CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

APP CRS **122°**
 Rwy Idg **4001**
 TDZE **1120**
 Apt Elev **1125**

▼ DME/DME RNP-0.3 NA.
 ▲ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3
125.525

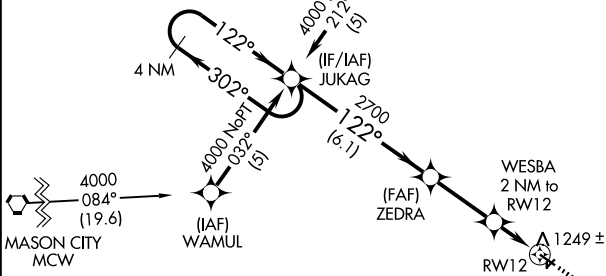
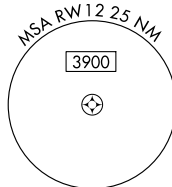
WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals on RST VOR/DME
 airway radials 157 CW 213.

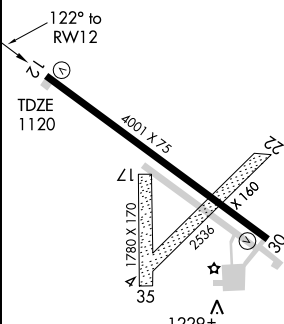
ROCHESTER
 RST

1606 ±



Procedure NA for arrivals on MCW VORTAC
 airway radials 075 CW 122.

ELEV 1125



<div>4 NM Holding Pattern</div> <div>4000</div> <div>302°</div> <div>122°</div> <div>VGSJ and descent angles not coincident.</div>			<div>JUKAG</div> <div>6.1 NM</div>	<div>ZEDRA</div> <div>2700</div> <div>122°</div> <div>3.04°</div> <div>TCH 40</div> <div>2.8 NM</div>	<div>WESBA</div> <div>2 NM to RW12</div> <div>1.1 NM to RW12</div> <div>1800</div> <div>0.9</div> <div>1.1 NM</div>	<div>4000</div> <div>IJIBU</div>
CATEGORY	A	B	C	D		
RNAV MDA	1500-1	380 (400-1)	NA			
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA			

MIRL Rwy 12-30 0
 REIL Rwy 12 and 30 0

APP CRS **302°**
 Rwy Idg **4001**
 TDZE **1120**
 Apt Elev **1125**

RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

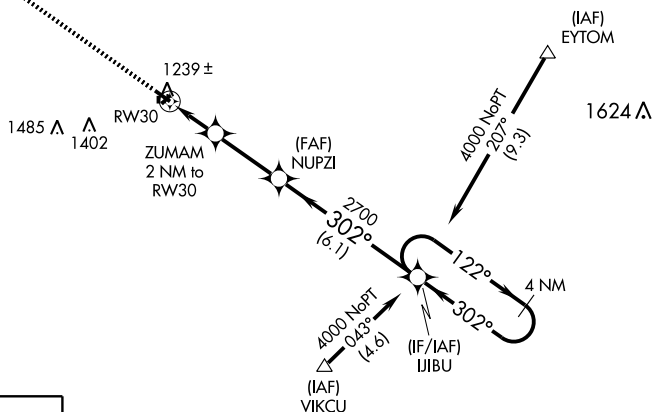
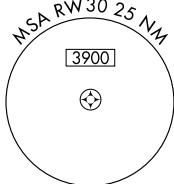
▼ DME/DME RNP-0.3 NA
▲ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

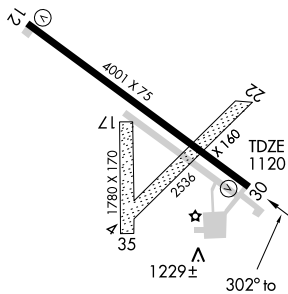
AWOS-3
125.525

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) 0



ELEV 1125



Procedure NA for arrivals at EYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.

	4000	JUKAG	ZUMAM 2 NM to RW30	NUPZI	IJIBU	4 NM Holding Pattern
			1.1 NM to RW30	≤ 3.04° TCH 40	122° → 4000	
			1800	2700	← 302°	
			1.1 NM	0.9	2.8 NM	6.1 NM
CATEGORY	A		B		C	D
LNAV MDA	1500-1		380 (400-1)		NA	
CIRCLING	1560-1		1580-1		NA	
	435 (500-1)		455 (500-1)			

MIRL Rwy 12-30 0
 REIL Rwy 12 and 30 0

CHARLES CITY, IOWA
 Orig 09015

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

43°04'N-92°37'W

RNAV (GPS) RWY 30

CHARLES CITY**NORTHEAST IOWA RGNL** (CCY) 3 E UTC-6(-5DT) N43°04.36' W92°36.65'**CHICAGO**

1125 B S4 FUEL 100LL, JET A NOTAM FILE CCY

L-121, 28F

RWY 12-30: H4001X75 (CONC) S-30 MIRL

IAP

RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 27'. Tree.

RWY 04-22: 2536X160 (TURF)

RWY 04: P-line.

RWY 22: Tree.

RWY 17-35: 1780X170 (TURF)

RWY 17: Road.

RWY 35: Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z†, Sun 1400-2200Z†. For svc after dusk call

641-228-3075/228-6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones.

Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (641) 228-7069.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHARLES CITY RCD 122.4 (FORT DODGE RADIO)

® WATERLOO APP/DEP CON 118.9 (1200-0200Z†)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 086° 31.7 NM to fld. 1210/6E.

CHARLES CITY NDB (MHW) 375 CCY N43°04.11' W92°36.49' at fld. NOTAM FILE CCY. Unmonitored
2300-1300Z†.

CHUKK NDB (MHW/LOM) 417 IY N43°08.04' W92°43.69' 122° 6.3 NM to fld.

ILS 108.3 I-YYY Rwy 12. LOM CHUKK NDB. LOC only.

CHEROKEE CO RGNL (CKP) 1 S UTC-6(-5DT) N42°43.87' W95°33.37'**OMAHA**

1227 B FUEL 100LL, JET A NOTAM FILE CKP

L-121

RWY 18-36: H3801X75 (CONC) S-15 MIRL 0.4% up S

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49'. Pole.

RWY 01-19: 2645X100 (TURF)

RWY 01: Thld dspcd 408'. Railroad.

RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. For attendant after hours call

712-225-6168. For fuel after hrs call 712-225-6168 or 712-229-9365. Waterfowl on and invof arpt.

Parachute Jumping. Rwy 01-19 CLOSED Nov-Apr. Rwy 01-19 marked with yellow cones. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.225 (712) 225-1088.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 206° 30.2 NM to fld. 1330/5E.

CHUKK N43°08.04' W92°43.69' NOTAM FILE FOD.**CHICAGO**

NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL.

L-281, 28F

CLARINDA N40°43.60' W95°01.65' NOTAM FILE ICL.**OMAHA**

NDB (MHW) 353 ICL at Schenck Fld.

L-101

APP CRS **358°**
Rwy Idg **3801**
TDZE **1227**
Apt Elev **1227**

RNAV (GPS) Y RWY 36

CHEROKEE COUNTY RGNL (CKP)

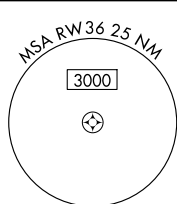
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

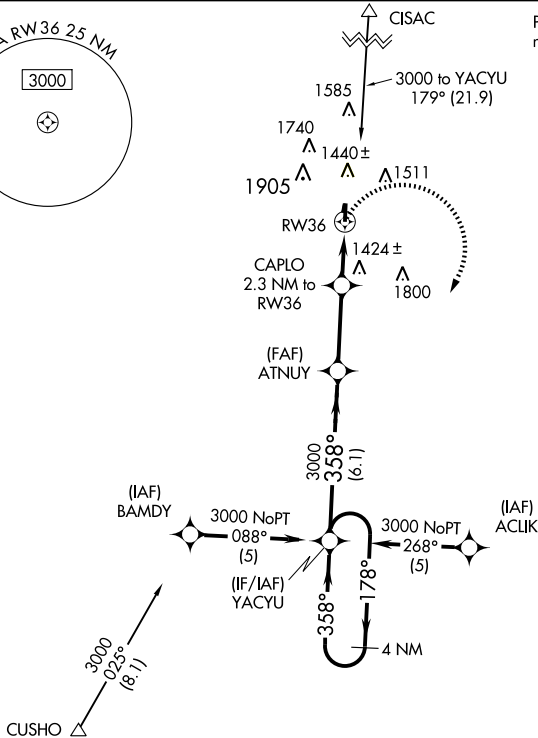
AWOS-3
119.225

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 0

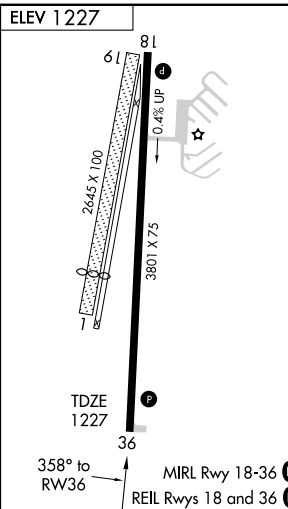


Procedure NA for arrivals at CISAC via V219 northeast bound.



3000
271°
(14.1) NEMAH

4 NM Holding Pattern		YACYU		ATNUY		3000 YACYU	
3000 ← 178°		358° →		3000		3.05° TCH 40	
VGSI and descent angles not coincident		6.1 NM		3.1 NM		1.2 NM	
CATEGORY		A		B		C	
LNAV MDA		1680-1		453 (500-1)		NA	
CIRCLING		1800-1		573 (600-1)		NA	

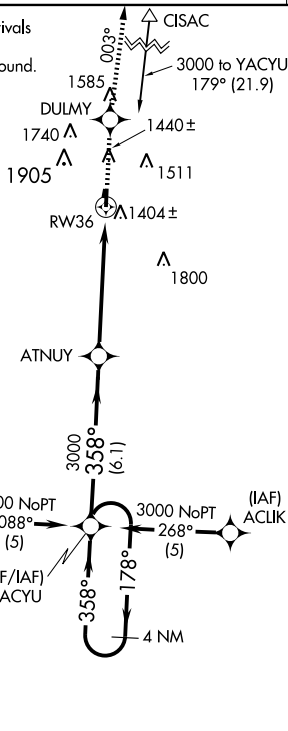


RNAV (GPS) Z RWY 36
CHEROKEE COUNTY RGNL (CKP)

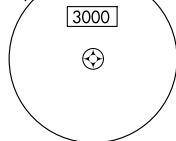
MISSED APPROACH: Climb to 3200 direct DULMY and on track 003° to CISAC and hold.

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals
at CISAC
via V219 northeast bound.



MSA RW36 25 NM



3000
271°
(14.1)

NEMAH

4 NM
Holding Pattern

YACYU

TNUY

DUL

| tr | |

CISAC

$$\underline{3000} \xleftarrow{178^\circ} \text{---} \xrightarrow{358^\circ} 358^\circ \xrightarrow{\quad}$$

VGSI and RNAV glidepath not coincident.

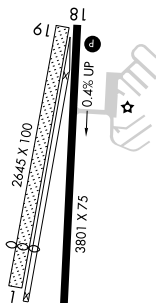
GS 3.00°
TCH 40

RW.

36

CATEGORY		A	B	C	D
LPV	DA	1550-1¼	323 (400-1¼)	NA	
LNAV/ VNAV	DA	1853-2¼	626 (700-2¼)	NA	

ELEV 1227

TDZE
1227

358° to
RW36 → MRL Rwy 18-36 (L)
REIL Rwy 18 and 36 (L)

CHEROKEE COUNTY RGNL (CKP)
RNAV (GPS) Z RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010

CLARINDA

SCHENCK FLD (ICL) 1 SE UTC-6(-5DT) N40°43.33' W95°01.60'

996 B S2 FUEL 100LL, JET A NOTAM FILE ICL

RWY 02-20: H5000X75 (CONC) S-12 MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Road.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Building.

RWY 13-31: 2730X280 (TURF)

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Rwy 13-31 marked with yellow cones. ACTIVATE MIRL Rwy 02-20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.025 (712) 542-3345.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

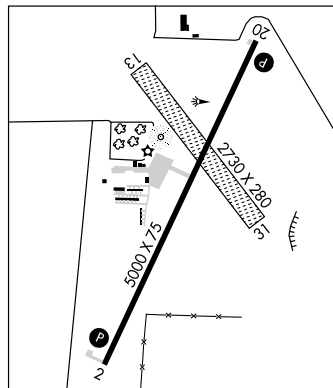
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 121° 41.9 NM to fld. 1300/8E. HIWAS.

CLARINDA NDB (MHW) 353 ICL N40°43.42' W95°01.68'
at fld. NOTAM FILE ICL.

OMAHA
H-5C, L-10J
IAP



CLARION MUNI (CAV) 1 NW UTC-6(-5DT) N42°44.52' W93°45.53'

1162 B FUEL 100LL, JET A NOTAM FILE CAV

RWY 14-32: H3515X60 (CONC) S-17 MIRL

RWY 14: REIL. VASI(V4L). Road. RWY 32: REIL. VASI(V4L).
Tree.

AIRPORT REMARKS: Unattended. Rwy 14-32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14-32 higher ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.575 (515) 532-3515.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

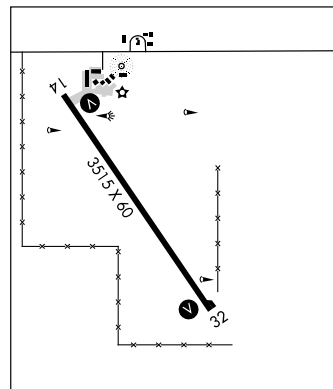
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 065° 25.0 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 387 CAV N42°44.75' W93°45.53' at fld.
NOTAM FILE CAV. Unmonitored.

OMAHA
L-12J
IAP



NDB ICL 353	APP CRS 345°	Rwy Idg TDZE Apt Elev	NA NA 994
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NDB-A

CLARINDA/SCHENCK FIELD (ICL)

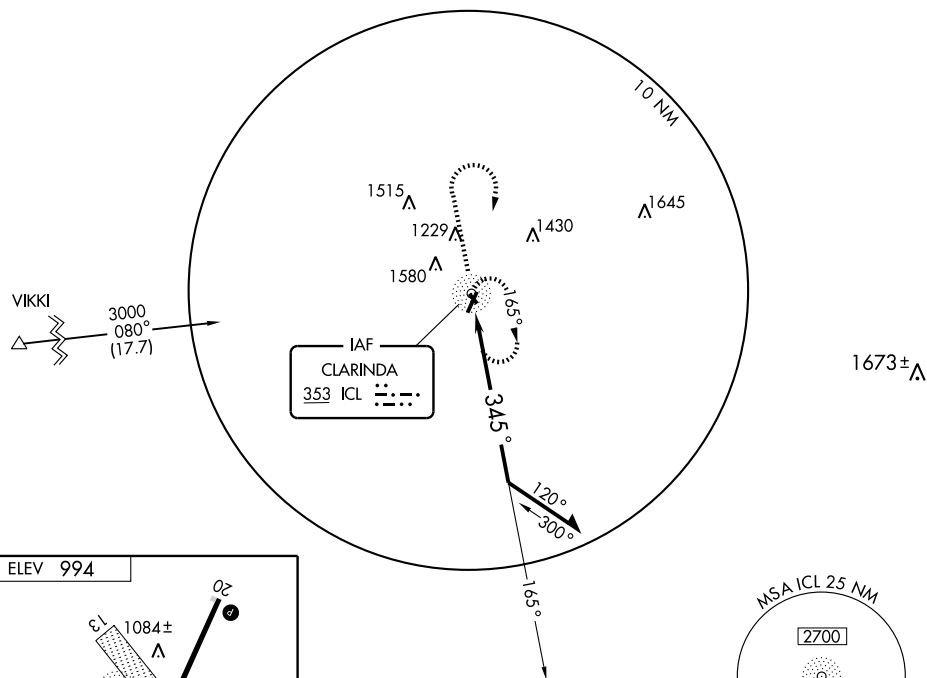


MISSED APPROACH: Climb to 2800,
then turn right direct ICL NDB and hold.

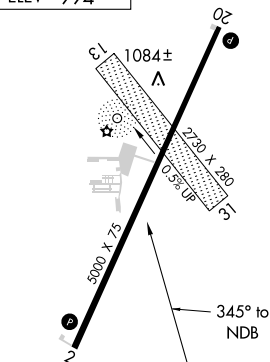
AWOS-3
132.025

MINNEAPOLIS CENTER
119.6 290.4

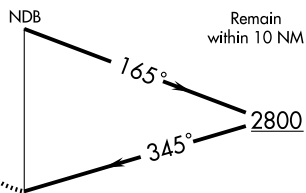
UNICOM
122.8 (CTAF) 0



ELEV 994



REIL Rwy 2 and 20
MIRL Rwy 2-20



CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

CLARINDA, IOWA

Amdt 5A 09127

CLARINDA/SCHENCK FIELD (ICL)

40°43'N-95°02'W

NDB-A

WAAS
CH **99416**
W02A

APP CRS
020°

Rwy Idg **5000**
TDZE **991**
Apt Elev **996**

RNAV (GPS) RWY 2

CLARINDA/SCHENCK FIELD (ICL)

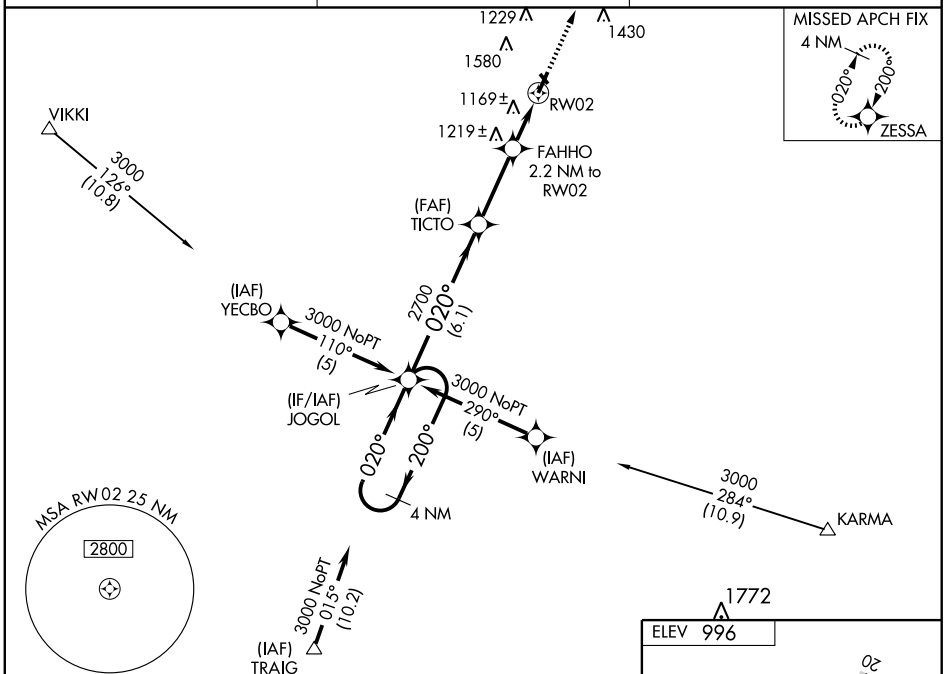
▼ Circling NA west of Rwy 02-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ZESSA and hold.

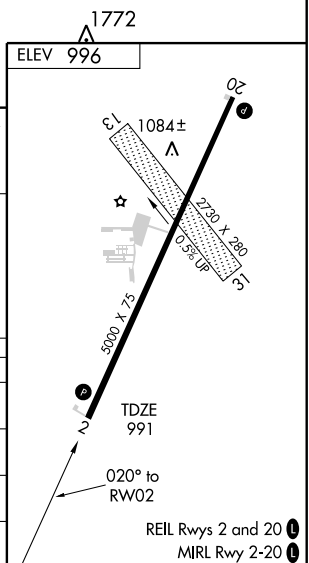
AWOS-3
132.025

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF)



4 NM Holding Pattern				
JOGOL				
3000 ← 200° GS 3.00° TCH 40 VGSIs and RNAV glide-path not coincident.				
2700 → 020° TICTO FAHHO 2.2 NM to RWY 02 *1.5 NM to RWY 02 RWY 02				
6.1 NM 3 NM 0.7 NM 1.5 NM				
CATEGORY	A	B	C	D
LPV DA	1293-1	302 (300-1)		NA
LNAV/VNAV DA	1604-2 1/4	613 (700-2 1/4)		NA
LNAV MDA	1480-1	489 (500-1)		NA
CIRCLING	1500-1	504 (600-1)		NA



APP CRS **200°**
 Rwy Idg **5000**
 TDZE **995**
 Apt Elev **996**

RNAV (GPS) RWY 20

CLARINDA/SCHENCK FIELD (ICL)



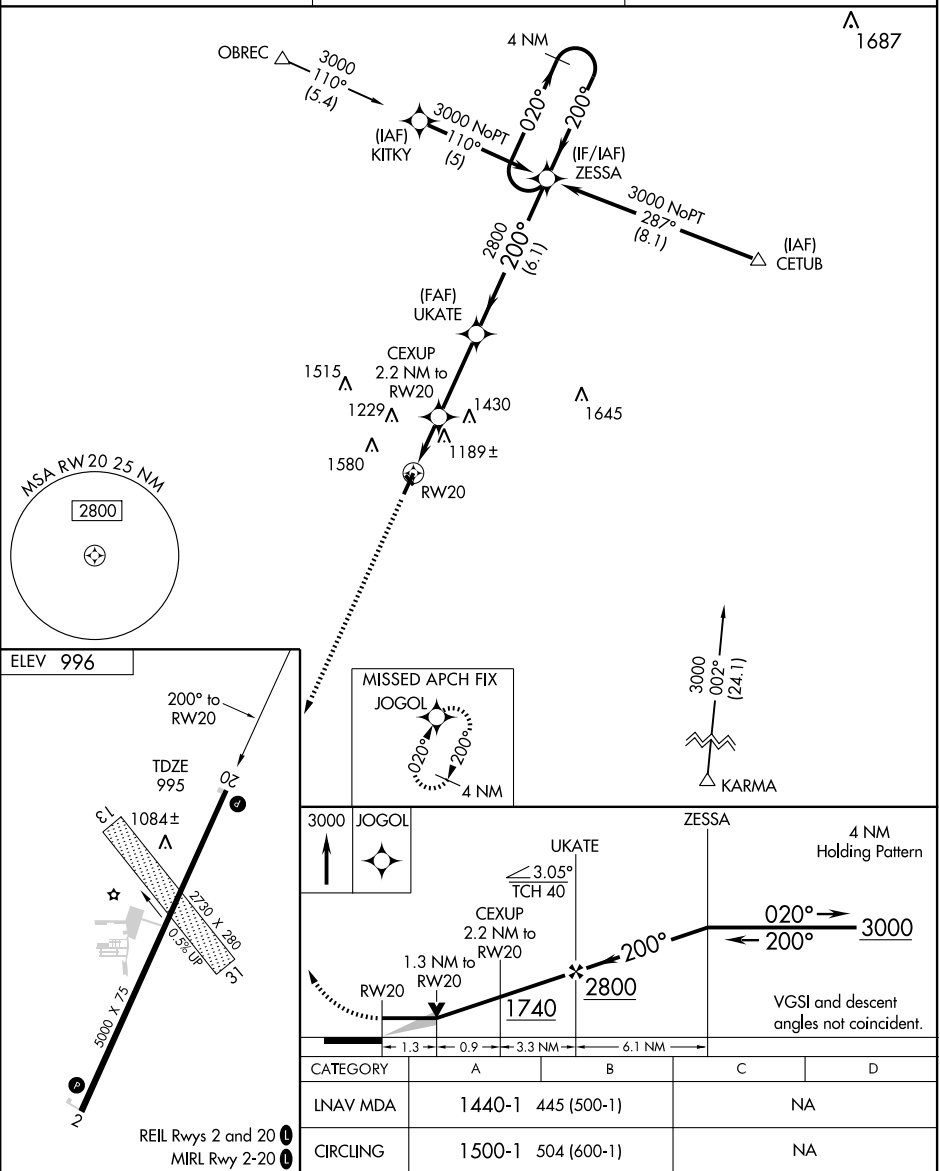
Circling NA west of Rwy 02-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOGOL and hold.

AWOS-3
132.025

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

CLARINDA

SCHENCK FLD (ICL) 1 SE UTC-6(-5DT) N40°43.33' W95°01.60'

996 B S2 FUEL 100LL, JET A NOTAM FILE ICL

RWY 02-20: H5000X75 (CONC) S-12 MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Road.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Building.

RWY 13-31: 2730X280 (TURF)

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Rwy 13-31 marked with yellow cones. ACTIVATE MIRL Rwy 02-20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.025 (712) 542-3345.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

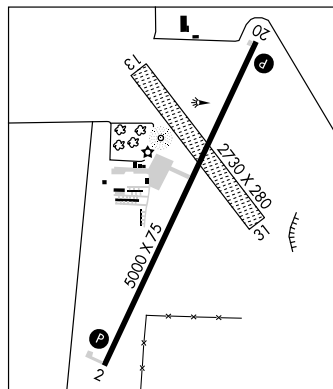
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 121° 41.9 NM to fld. 1300/8E. HIWAS.

CLARINDA NDB (MHW) 353 ICL N40°43.42' W95°01.68'
at fld. NOTAM FILE ICL.

OMAHA
H-5C, L-10J
IAP



CLARION MUNI (CAV) 1 NW UTC-6(-5DT) N42°44.52' W93°45.53'

1162 B FUEL 100LL, JET A NOTAM FILE CAV

RWY 14-32: H3515X60 (CONC) S-17 MIRL

RWY 14: REIL. VASI(V4L). Road. RWY 32: REIL. VASI(V4L).
Tree.

AIRPORT REMARKS: Unattended. Rwy 14-32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14-32 higher ints—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.575 (515) 532-3515.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

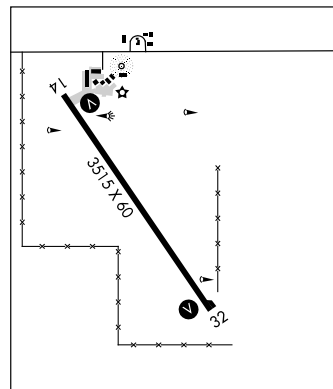
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 065° 25.0 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 387 CAV N42°44.75' W93°45.53' at fld.
NOTAM FILE CAV. Unmonitored.

OMAHA
L-12J
IAP



NDB CAV 387	APP CRS 125°	Rwy Idg TDZE Apt Elev	3515 1156 1162
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NDB RWY 14

CLARION MUNI (CAV)

▼ When local altimeter setting not received, use Fort Dodge
▲ altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct CAV
NDB and hold.

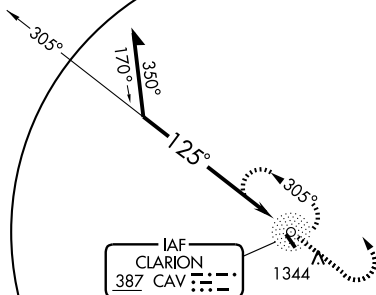
AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

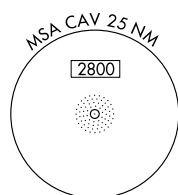
UNICOM
122.8 (CTAF)

Procedure NA for arrival on MCW VORTAC
airway radials 182 CW 230.

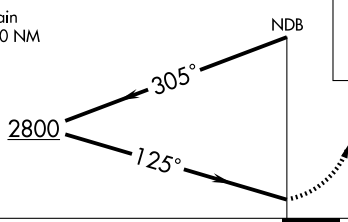
2800 216° (28.2)
MASON CITY
114.9 MCW
Chan 96



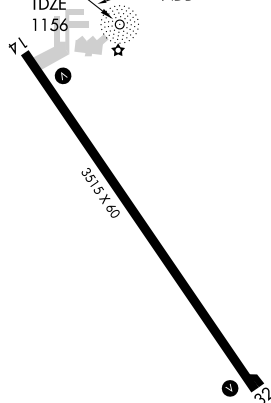
▲ 1759



Remain
within 10 NM



ELEV 1162
TDZE 1156
125° to NDB



CATEGORY	A	B	C	D
S-14	1740-1	584 (600-1)	NA	
CIRCLING	1740-1	578 (600-1)	NA	

REIL Rwy 14 and 32
MRL Rwy 14-32

APP CRS
143°

Rwy Idg **3515**
TDZE **1156**
Apt Elev **1162**

RNAV (GPS) RWY 14

CLARION MUNI (CAV)

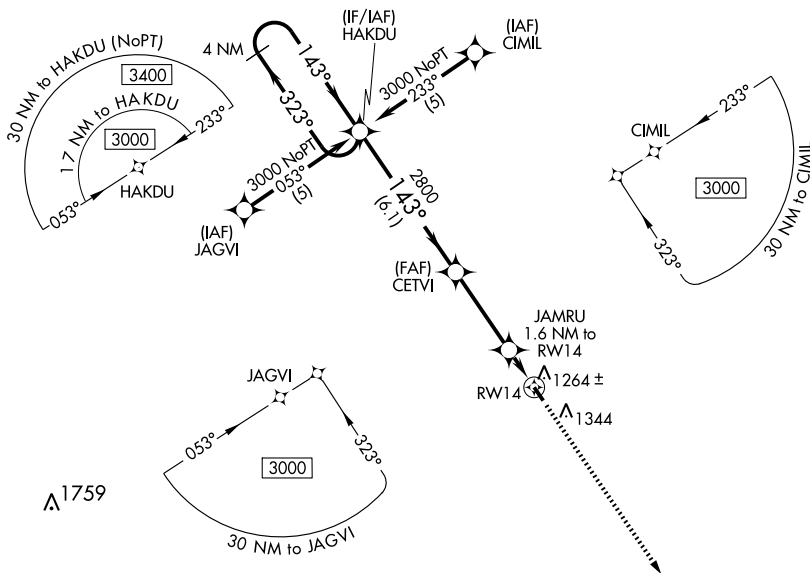
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. VDP NA when using Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



ELEV 1162

143° to RW14

TDZE 1156

3515 x 60

REIL Rwy 14 and 32

MIRL Rwy 14-32

4 NM
Holding Pattern

HAKDU

3000 ← 323°
→ 143°

VGSI and descent angles not coincident.

CETVI

2800

JAMRU

1.6 NM to RW14

3.04°

TCH 40

1700

1 NM to RW14

RW14

3000

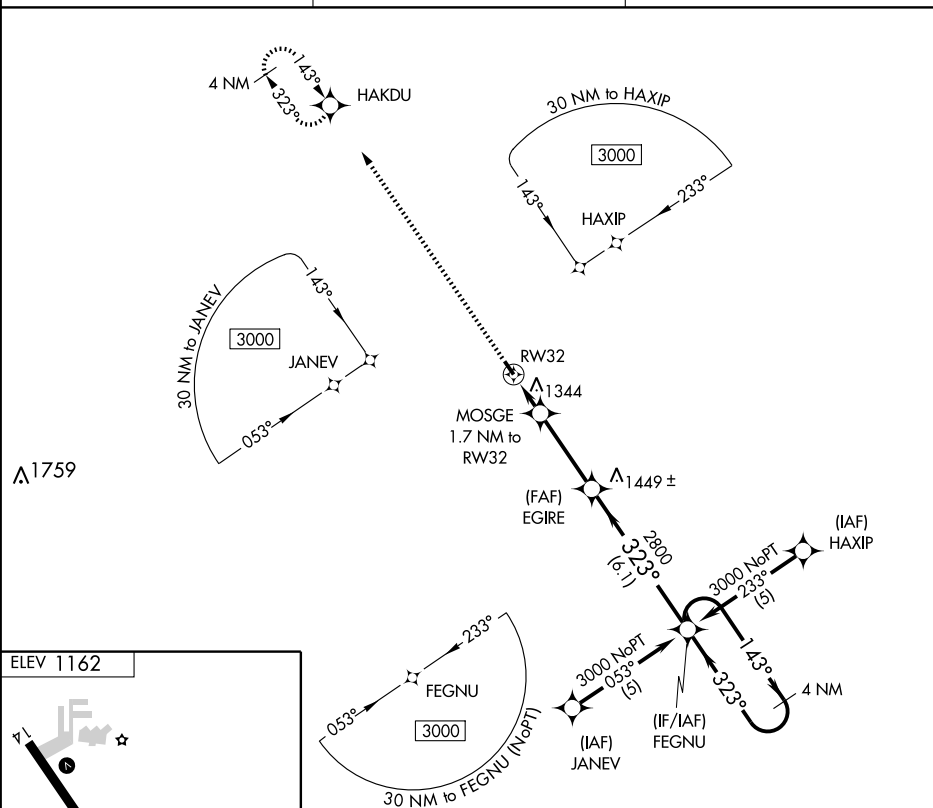
FEGNU

CATEGORY	A	B	C	D
LNAV MDA	1520-1	364 (400-1)	NA	NA
CIRCLING	1660-1	498 (500-1)	NA	NA

APP CRS
323°Rwy Idg **3515**
TDZE **1156**
Apt Elev **1162****RNAV (GPS) RWY 32**
CLARION MUNI (CAV)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct HAKDU and hold.

AWOS-3
126.575MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

ELEV 1162



3515 X 60

TDZE
1156323° to
RW32REIL Rwy 14 and 32 **0**
MIRL Rwy 14-32 **0**

CLARION, IOWA

Orig 11FEB10

42°45'N-93°46'W

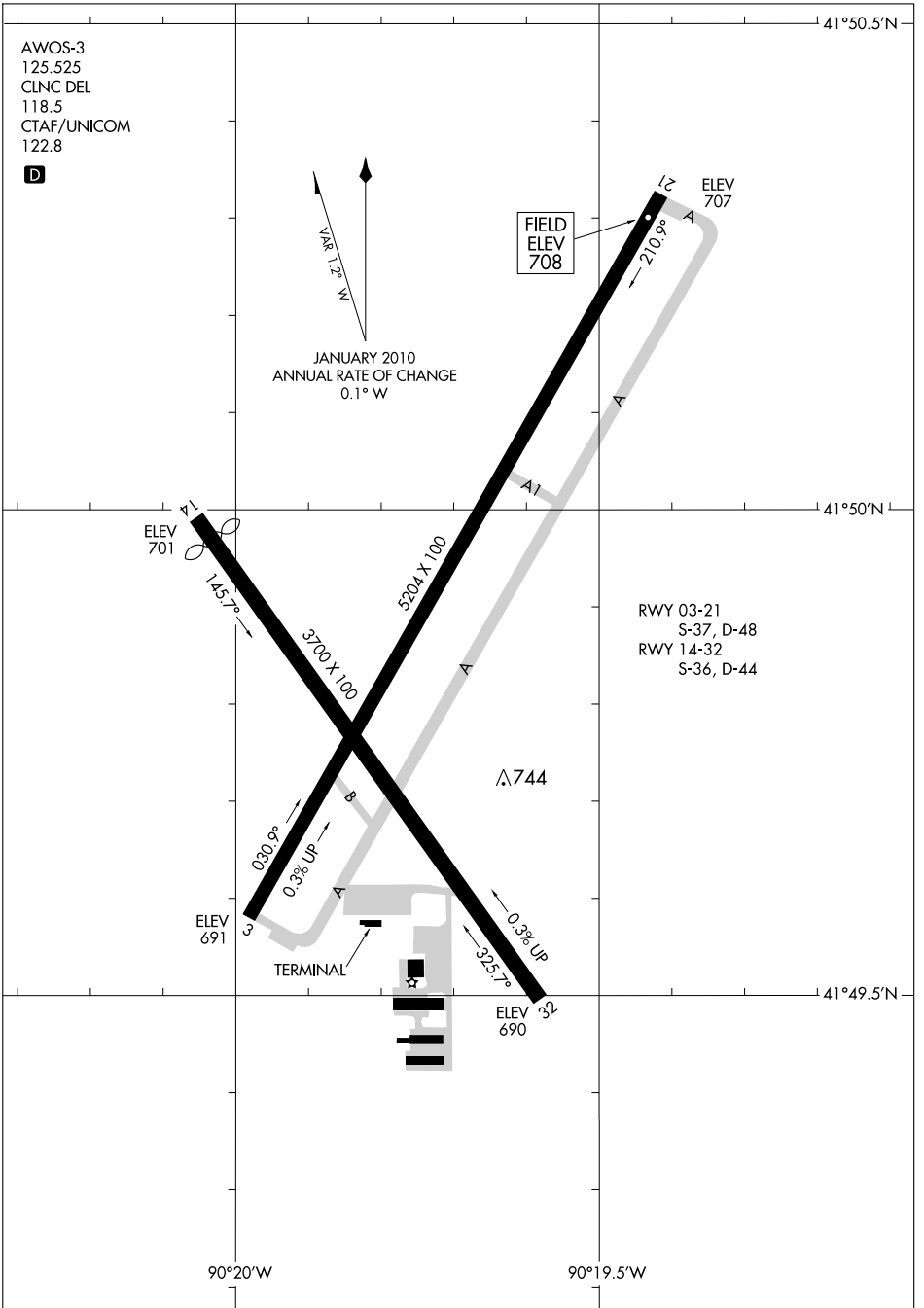
RNAV (GPS) RWY 32

CLARION MUNI (CAV)

AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA



NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CLINTON, IOWA
CLINTON MUNI (CWI)

CLINTON MUNI (CWI) 6 SW UTC-6(-5DT) N41°49.87' W90°19.75'

708 B FUEL 100LL, JET A NOTAM FILE CWI

RWY 03-21: H5204X100 (ASPH) S-37, D-48 HIRL 0.3% up NE

RWY 03: MALSR. Road.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 14-32: H3700X100 (ASPH) S-36, D-44 MIRL
0.3% up NW

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33'. Thld dspcd 170'.
Road.

RWY 32: VASI(V4L)—GA 3.3° TCH 26'. Fence.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 14: TORA-3700 TODA-3700 ASDA-3700 LDA-3530

RWY 21: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 32: TORA-3700 TODA-3700 ASDA-3700 LDA-3700

AIRPORT REMARKS: Attended May-Sep Mon-Fri 1400-0100Z†, Sat-Sun 1400-2300Z†, Oct-Apr Mon-Fri 1400-2300Z†, Sat-Sun 1400-2200Z†. CAUTION: ultralight activity on and in/ov arpt. Rwy 03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL Rws 03-21, MIRL 14-32, MALSR Rwy 03, VASI Rws 14, 21 and 32 and REIL Rws 14 and 21—118.5.

WEATHER DATA SOURCES: AWOS-3 125.525 (563)243-8934.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z†)

QUAD CITY CLNC DEL 118.5

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

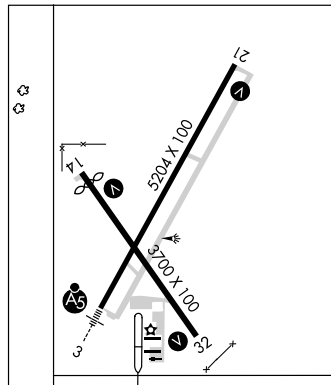
AIRSPACE: CLASS E svc Mon-Fri 1300-0200Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 039° 10.1 NM to fld. 767/4E.
HIWAS.

HILLZ NDB (LOM) 517 FN N41°45.10' W90°23.43' 030° 5.5 NM to fld.

ILS/DME 109.7 I-FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



CORNING MUNI (CRZ) 1 W UTC-6(-5DT) N40°59.65' W94°45.30'

1274 B FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 18-36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N

RWY 18: REIL. Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. For svc call 641-322-4444/3385.

Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18-36 NSTD LIRL, edge lgts 58' fm centerline. ACTIVATE NSTD LIRL Rwy 18-36 and REIL Rwy 18—122.8.

COMMUNICATIONS: CTAF 122.9

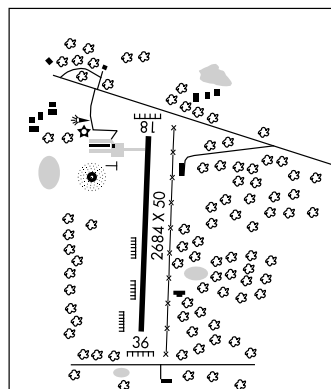
MINNEAPOLIS CENTER APP/DEP CON—119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81' W93°58.06' 297° 43.1 NM to fld. 1140/7E.

HIWAS.

NDB (MHW) 278 CRZ N40°59.78' W94°45.42' at fld.
Unmonitored.



CORYDON (ØE9) 4 E UTC-6(-5DT) N40°45.47' W93°14.28'

1020 FUEL MOGAS NOTAM FILE FOD

RWY 09-27: 3270X80 (TURF)

RWY 09: Thld dspcd 1080'. Tree. RWY 27: Road.

AIRPORT REMARKS: Attended SR-SS. Rwy 09-27 ends and dspcd thld marked with yellow cones, two outboard cones each side of rwy mark dspcd thld. Rwy 09 has tall grass and weeds hiding dspcd thld marker cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

WATERWAY 11-29: 3000X100 (WATER)

CHICAGO

H-5D, L-28G

IAP, AD

OMAHA

L-10J, 12I

IAP

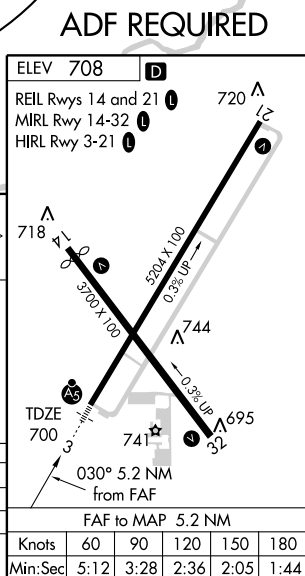
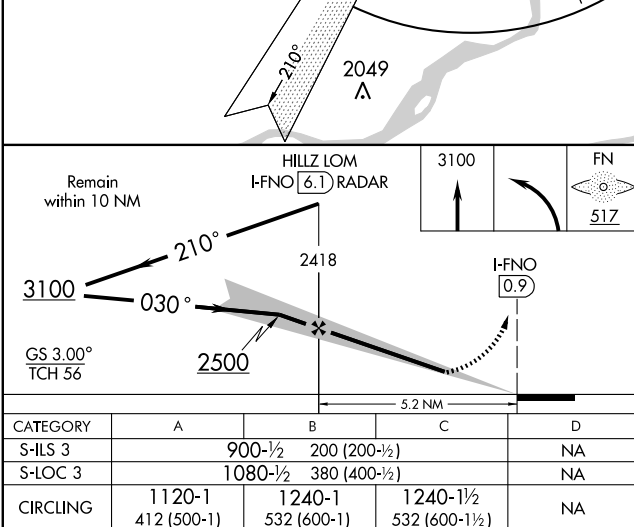
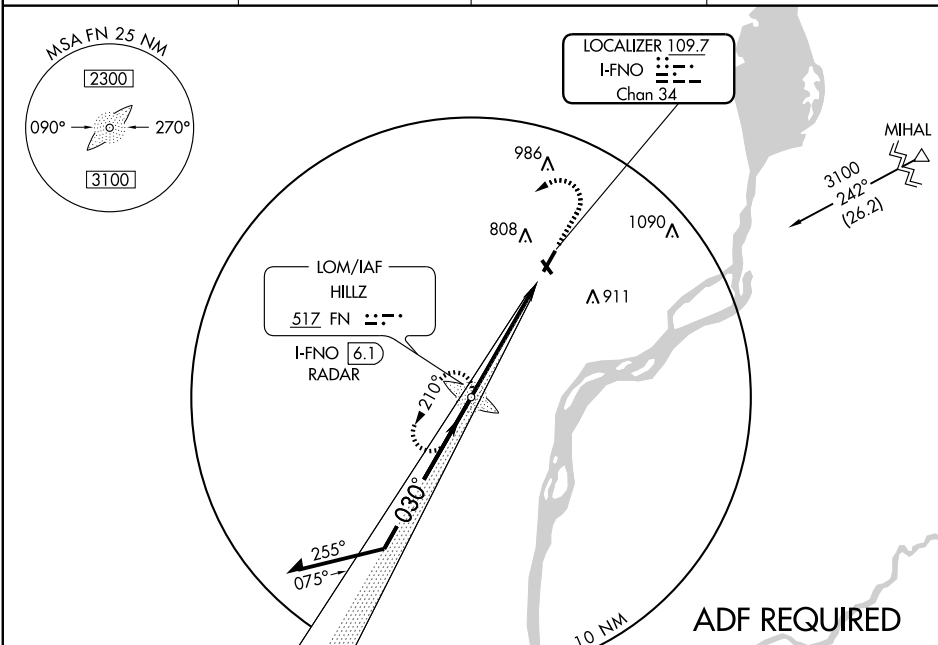
OMAHA

LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
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ILS or LOC RWY 3

CLINTON MUNI (CWI)

		MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.	
AWOS-3 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)



WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
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RNAV (GPS) RWY 3

CLINTON MUNI (CWI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR



MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 0

UNICOM
122.8 (CTAF)

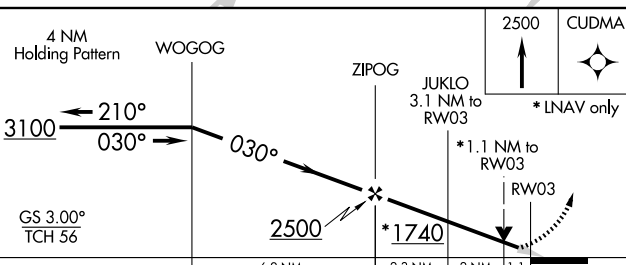
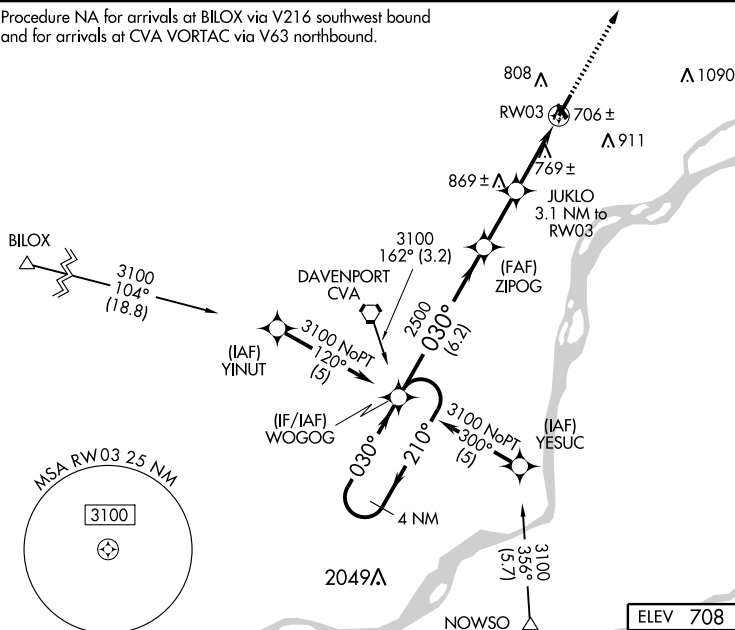
Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.

MISSED APCH FIX

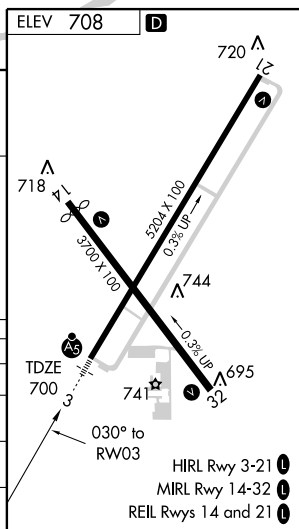
4 NM



CUDMA



CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/ VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



APP CRS 144°	Rwy ldg 3530
	TDZE 701
	Apt Elev 708

RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

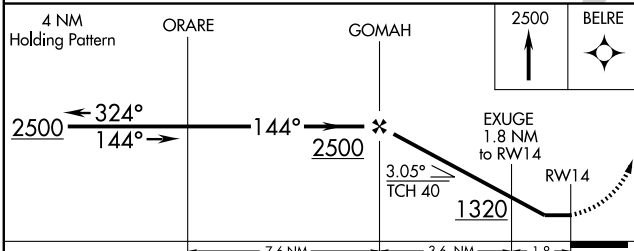
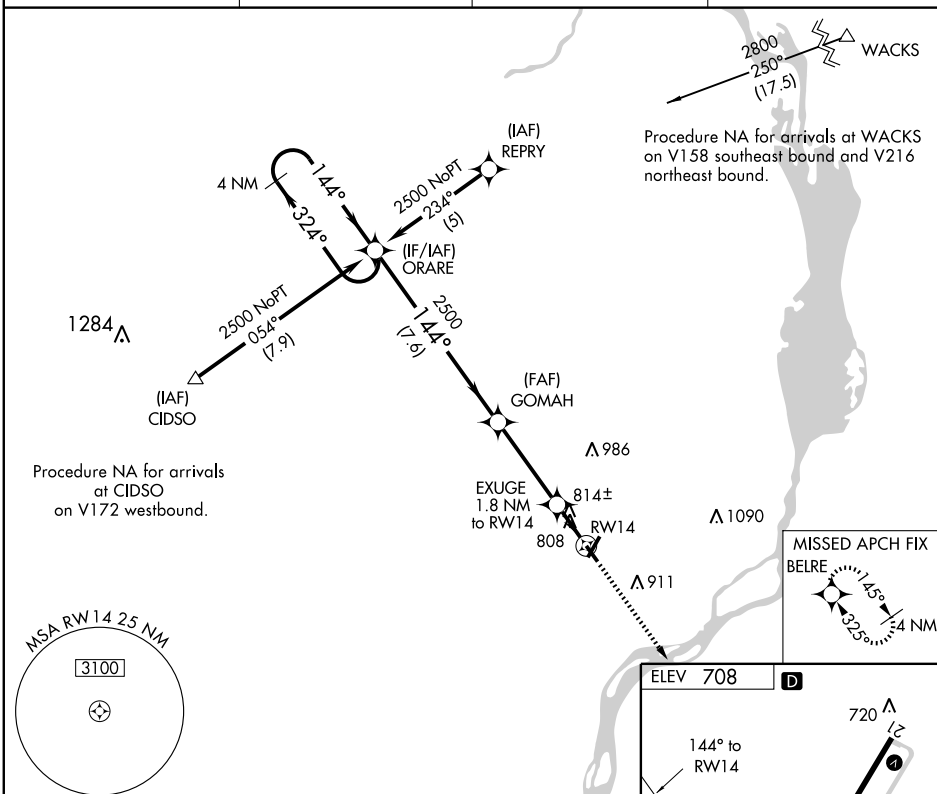
MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3
125.525

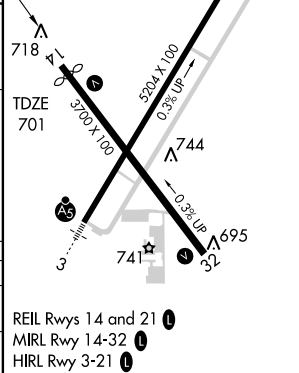
QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1	379 (400-1)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



APP CRS	Rwy Idg	5204
210°	TDZE	708
	Apt Elev	708

RNAV (GPS) RWY 21
CLINTON MUNI (CWI)

T	DME/DME RNP-0.3 NA
A	<p>Visibility reduction by helicopters NA.</p> <p>When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.</p>

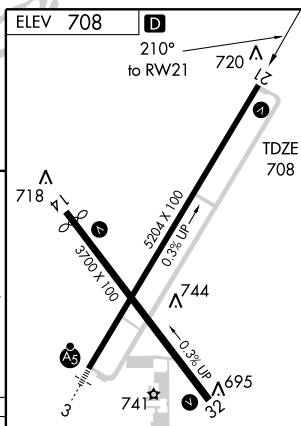
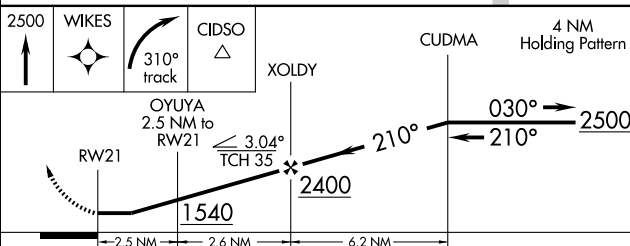
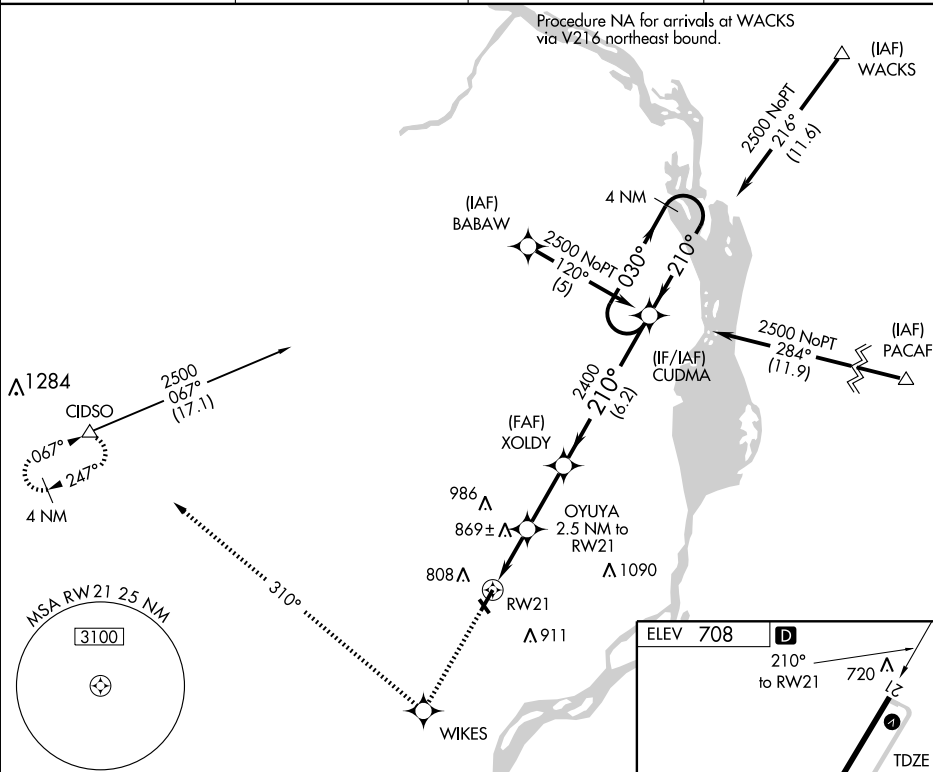
MISSED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CIDS0 and hold.

AWOS-3
125.525

QUAD CITY APP CON★
125.95 257.8

CLNC DEL
118.5 0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwy 14 and 21 **L**
MIRL Rwy 14-32 **L**
HIRL Rwy 3-21 **L**

CLINTON, IOWA
Orig-A 08APR10

41°50'N-90°20'W

CLINTON MUNI (CWI)
RNAV (GPS) RWY 21

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS 325°	Rwy Idg 3700
	TDZE 697
	Apt Elev 708

RNAV (GPS) RWY 32

CLINTON MUNI (CWI)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ORARE and hold.

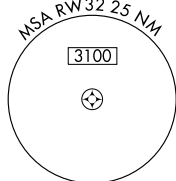
AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5

UNICOM
122.8 (CTAF)

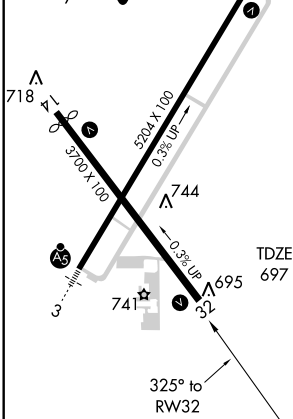
MISSED APCH FIX



ELEV 708

D

REIL Rwy 14 and 21
MIRL Rwy 14-32
HIRL Rwy 3-21



2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

2500

ORARE

4 NM
Holding Pattern

VORTAC CVA 113.8 Chan 85	APP CRS 218°	Rwy Idg TDZE Apt Elev 5204 708 708
--	------------------------	--

VOR/DME RWY 21

CLINTON MUNI (CWI)



MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.

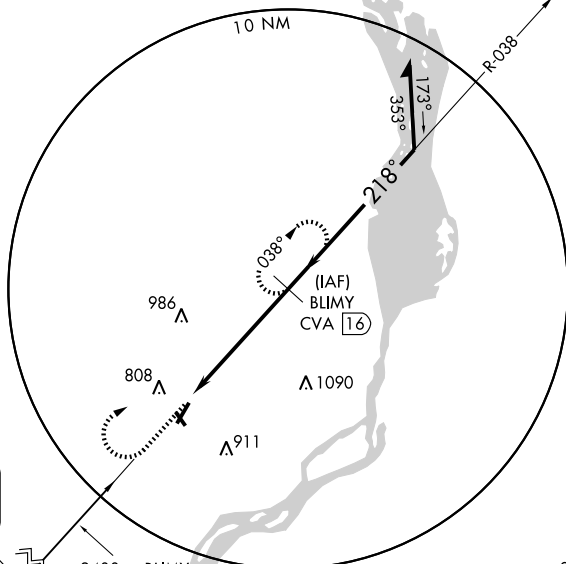
AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 0

UNICOM
122.8 (CTAF)

1272 A



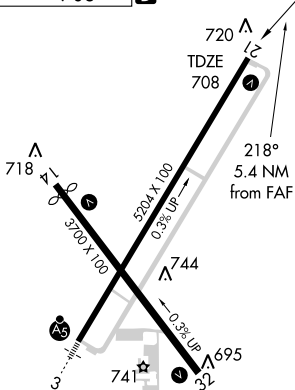
DAVENPORT
113.8 CVA
Chan 85



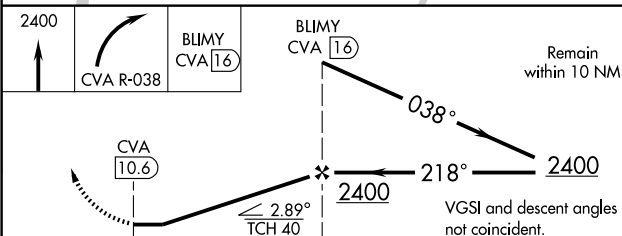
2400 to BLIMY 038° (16)

ELEV 708

D



REIL Rwy 14 and 21
MIRL Rwy 14-32
HIRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	1200-1	492 (500-1)	1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

CLINTON, IOWA
Amdt 9B 08APR10

41°50'N-90°20'W

VOR/DME RWY 21

NC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC CVA 113.8 Chan 85	APP CRS 040°	Rwy Idg TDZE Apt Elev	5204 700 708
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VOR RWY 3

CLINTON MUNI (CWI)

▼ Inoperative table does not apply.
▲ VDP NA when using Davenport altimeter setting.
 When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.



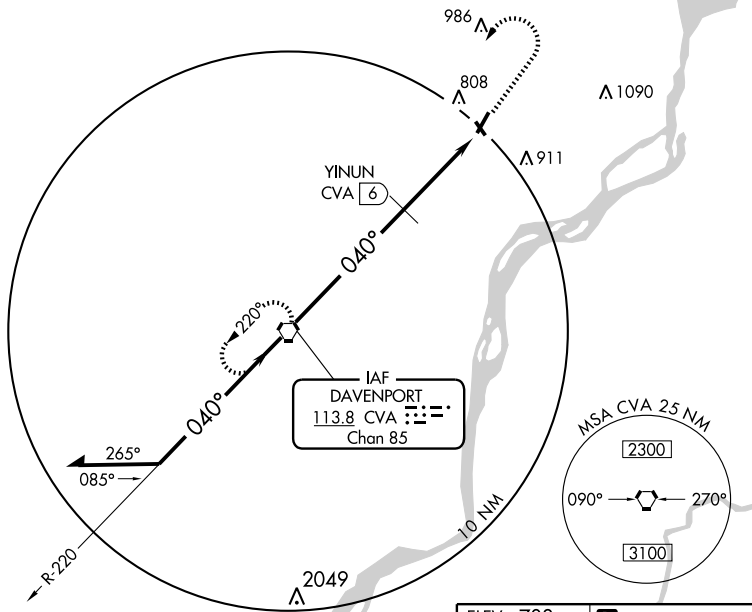
MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3
125.525

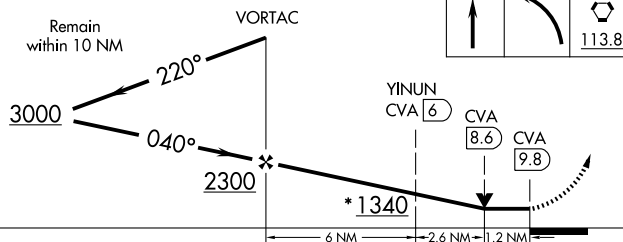
QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 0

UNICOM
122.8 (CTAF)



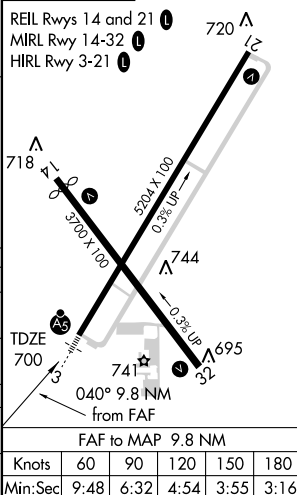
* 1400 when using Davenport altimeter setting.



CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¼ 640 (700-1¼)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¼ 632 (700-1¼)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

ELEV 708 **D**

REIL Rwy 14 and 21
MIRL Rwy 14-32
HIRL Rwy 3-21



VOR RWY 3

CLINTON MUNI (CWI)

CLINTON MUNI (CWI) 6 SW UTC-6(-5DT) N41°49.87' W90°19.75'

708 B FUEL 100LL, JET A NOTAM FILE CWI

RWY 03-21: H5204X100 (ASPH) S-37, D-48 HIRL 0.3% up NE

RWY 03: MALSR. Road.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 14-32: H3700X100 (ASPH) S-36, D-44 MIRL
0.3% up NW

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33'. Thld dspcd 170'.
Road.

RWY 32: VASI(V4L)—GA 3.3° TCH 26'. Fence.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 14: TORA-3700 TODA-3700 ASDA-3700 LDA-3530

RWY 21: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 32: TORA-3700 TODA-3700 ASDA-3700 LDA-3700

AIRPORT REMARKS: Attended May-Sep Mon-Fri 1400-0100Z†, Sat-Sun
1400-2300Z†, Oct-Apr Mon-Fri 1400-2300Z†, Sat-Sun
1400-2200Z†. CAUTION: ultralight activity on and in/ov arpt. Rwy
03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL
Rwys 03-21, MIRL 14-32, MALSR Rwy 03, VASI Rwys 14, 21 and
32 and REIL Rwys 14 and 21—118.5.

WEATHER DATA SOURCES: AWOS-3 125.525 (563)243-8934.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

QUAD CITY CLNC DEL 118.5

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z‡)

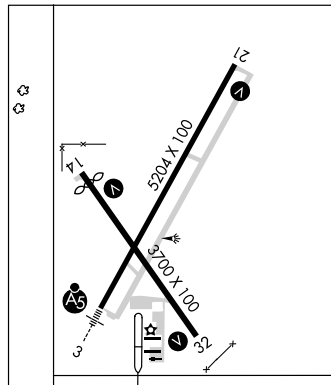
AIRSPACE: CLASS E svc Mon-Fri 1300-0200Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 039° 10.1 NM to fld. 767/4E.
HIWAS.

HILLZ NDB (LOM) 517 FN N41°45.10' W90°23.43' 030° 5.5 NM to fld.

ILS/DME 109.7 I-FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



CORNING MUNI (CRZ) 1 W UTC-6(-5DT) N40°59.65' W94°45.30'

1274 B FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 18-36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N

RWY 18: REIL. Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. For svc call 641-322-4444/3385.

Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18-36 NSTD LIRL,
edge lgts 58' fm centerline. ACTIVATE NSTD LIRL Rwy 18-36 and
REIL Rwy 18—122.8.

COMMUNICATIONS: CTAF 122.9

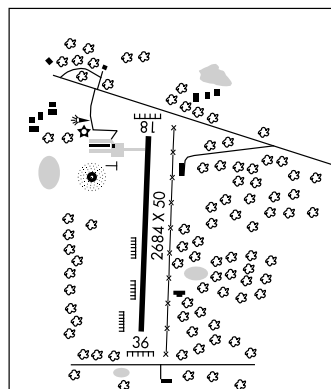
MINNEAPOLIS CENTER APP/DEP CON—119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'
W93°58.06' 297° 43.1 NM to fld. 1140/7E.

HIWAS.

NDB (MHW) 278 CRZ N40°59.78' W94°45.42' at fld.
Unmonitored.



CORYDON (ØE9) 4 E UTC-6(-5DT) N40°45.47' W93°14.28'

1020 FUEL MOGAS NOTAM FILE FOD

RWY 09-27: 3270X80 (TURF)

RWY 09: Thld dspcd 1080'. Tree. RWY 27: Road.

AIRPORT REMARKS: Attended SR-SS. Rwy 09-27 ends and dspcd thld marked with yellow cones, two outboard cones
each side of rwy mark dspcd thld. Rwy 09 has tall grass and weeds hiding dspcd thld marker cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

WATERWAY 11-29: 3000X100 (WATER)

CHICAGO

H-5D, L-28G

IAP, AD

OMAHA

L-10J, 12I

IAP

OMAHA

NDB CRZ 278	APP CRS 185°	Rwy Idg TDZE Apt Elev	2684 1274 1274
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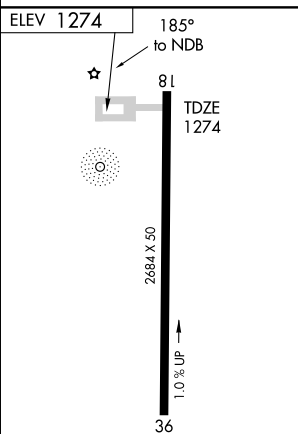
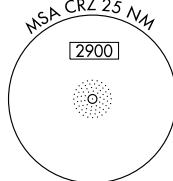
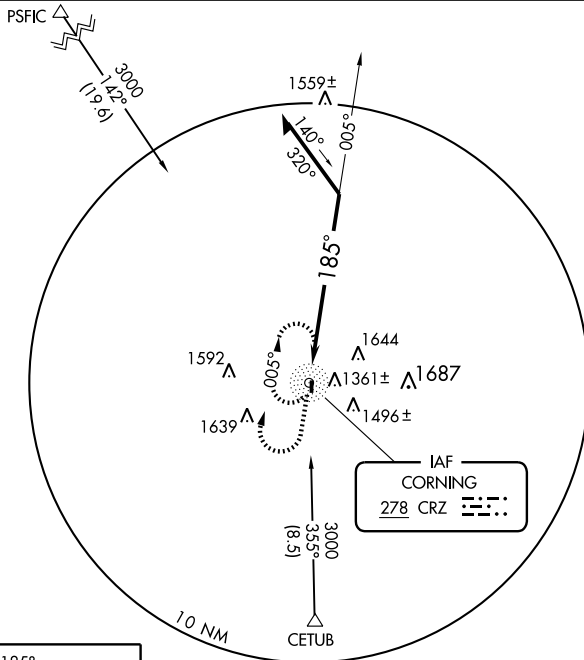
NDB RWY 18

CORNING MUNI (CRZ)

▼ Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9	122.8 0
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REIL Rwy 18 **0**
LIRL Rwy 18-36 **0**

3000	CRZ 278	NDB	005°	185°	3000	Remain within 10 NM
CATEGORY	A	B	C	D		
S-18	1960-1	686 (700-1)			NA	
CIRCLING	1960-1	686 (700-1)			NA	

APP CRS 177°	Rwy Idg TDZE 1274 Apt Elev 1274
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RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

▼ Use Creston altimeter setting; when not received, use
 ▲ NA Clarinda altimeter setting and increase all MDAs 60 feet.
 DME/DME RNP-0.3 NA.

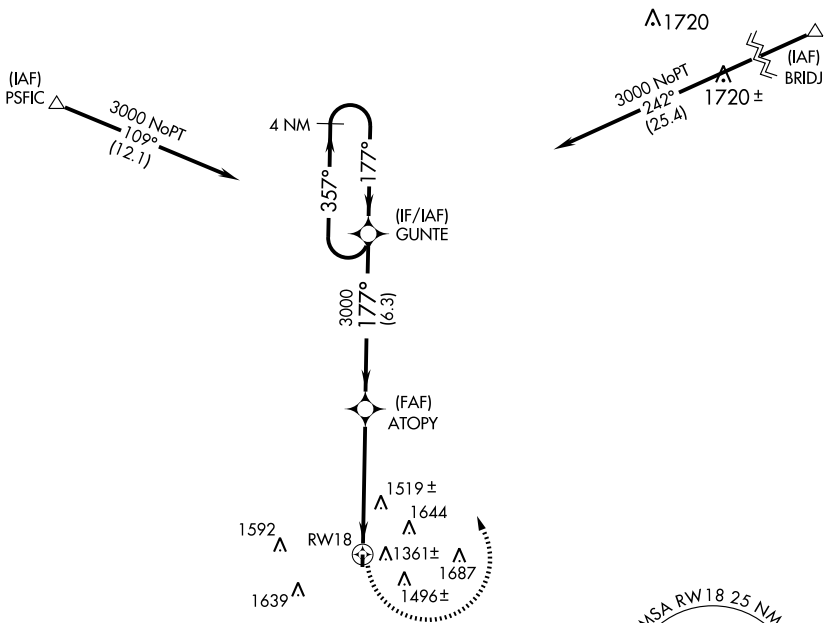
MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3
124.75

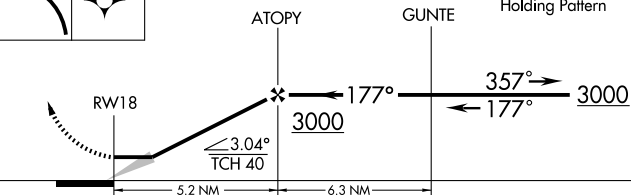
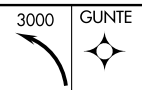
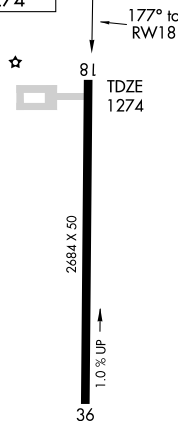
MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 0



ELEV 1274

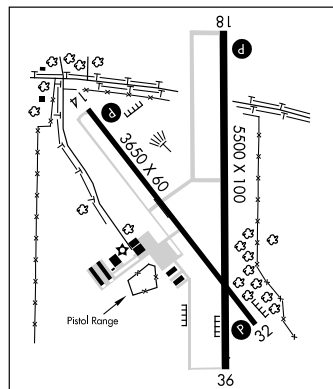


CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	NA
CIRCLING	1820-1	546 (600-1)	NA	NA

REIL Rwy 18 0
 LIRL Rwy 18-36 0

COUNCIL BLUFFS MUNI (CBF) 4 E UTC-6(-5DT) N41°15.61' W95°45.52'1253 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE CBF**RWY 18-36:** H5500X100 (CONC) S-30, D-60 HIRL**RWY 18:** REIL. PAPI(P2L)—GA 3.0 TCH 45'.**RWY 36:** REIL.**RWY 14-32:** H3650X60 (CONC) S-28, D-48 MIRL 0.3% up SE**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 30'.**RWY 32:** REIL. PAPI(P2L)—GA 3.5° TCH 30'.

AIRPORT REMARKS: Attended dawn-dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14-32 HIRL Rwy 18-36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.575 (712) 323-1542.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **OMAHA APP/DEP CON** 124.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**OMAHA (H) VORTAC** 116.3 OVR Chan 110 N41°10.04'W95°44.20' 342° 5.7 NM to fld. 1300/8E. **HIWAS.****ILS/DME** 111.35 I-CBF Chan 50(Y) Rwy 36.**CRESCO****ELLEN CHURCH FLD** (CJJ) 1 SW UTC-6(-5DT) N43°21.92' W92°07.98'

1279 NOTAM FILE FOD

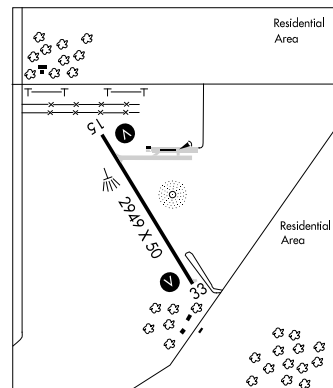
RWY 15-33: H2949X50 (CONC) S-29 LIRL 0.5% up NW**RWY 15:** VASI(V2L). Trees. **RWY 33:** VASI(V2L). Pole.

AIRPORT REMARKS: Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15-33 and VASI Rwy 15 and 33—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.**MINNEAPOLIS CENTER APP/DEP CON** 118.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**WAUKON (L) VORTAC** 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 276° 26.6 NM to fld. 1288/5E.

CRESCO NDB (MHW) 293 CJJ N43°21.96' W92°07.86' at fld. Unmonitored.

**CRESCO** N43°21.96' W92°07.86' NOTAM FILE FOD.**NDB (MHW)** 293 CJJ at Ellen Church Fld. Unmonitored.**CHICAGO****L-28F****IAP****CHICAGO****L-28F**

LOC/DME I-CBF

111.35Chan **50** (Y)

APP CRS

356°

Rwy Idg

5500

TDZE

1245

Apt Elev

1253**ILS OR LOC RWY 36**

COUNCIL BLUFFS MUNI (CBF)

▼ When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DA 53 feet, and all MDA 60 feet and increase S-LOC 36 Cats C and D and Circling Cat C visibility ¼ mile. HODIN fix minimums: increase Circling Cat C visibility ¼ mile. VDP NA with Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OVR VORTAC and hold or as directed by ATC.

AWOS-3
126.575OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0A
2548LOCALIZER
111.35 I-CBF
Chan 50 (Y)

1477 A

HODIN
I-CBF [2.8]

A 1565 ±

1319

OMAHA
116.3 OVR
Chan 110

R-272

(IAF)
JATIN INT
I-CBF [6.1]

104°

284°

R-104

3000

272°

(1.1)

2900

356°

(6.2)

(IF)

WAMET

I-CBF [12.3]

3000 NoPT to WAMET
046° (5) and LOC (4.9)

(IWMEV)

IPALY

OVR [15]

176°

131°

311°

10 NM

ALTERNATE MISSED
APCH FIX

144°

324°

RED OAK
230 RDK

MSA OVR 25 NM

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

3900

Remain
within 10 NMJATIN INT
I-CBF [6.1]

3000

176°

2900

Use I-CBF
DME when on
the localizer course.GS 3.00°
TCH 50

2900

356°

1740

356°

1740

356°

1740

356°

1740

356°

1740

356°

1740

356°

1740

356°

1740

356°

1740

HODIN
I-CBF [2.8]

3000

OVR

3000

OVR

3000

OVR

3000

OVR

3000

OVR

3000

OVR

3000

ELEV 1253

81

MIRL Rwy 14-32

HIRL Rwy 18-36

REIL Rwys 14, 32, 18,

and 36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

500 X 100

3650 X 60

1269 ± A

TDZE

1245

36

356° 5 NM

from FAF

36

36

36

36

36

36

36

36

36

36

36

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36

36

36

36

36

36

36

36

CATEGORY	A	B	C	D
S-ILS 36	1445-3/4 200 (200-3/4)			
S-LOC 36	1740-1	495 (500-1)	1740-1 1/4 495 (500-1 1/4)	1740-1 1/2 495 (500-1 1/2)
CIRCLING	1740-1	487 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)
HODIN FIX MINIMUMS				
S-LOC 36	1520-1 275 (300-1)			
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)

COUNCIL BLUFFS, IOWA

Orig 23SEP10

41°16'N-95°46'W

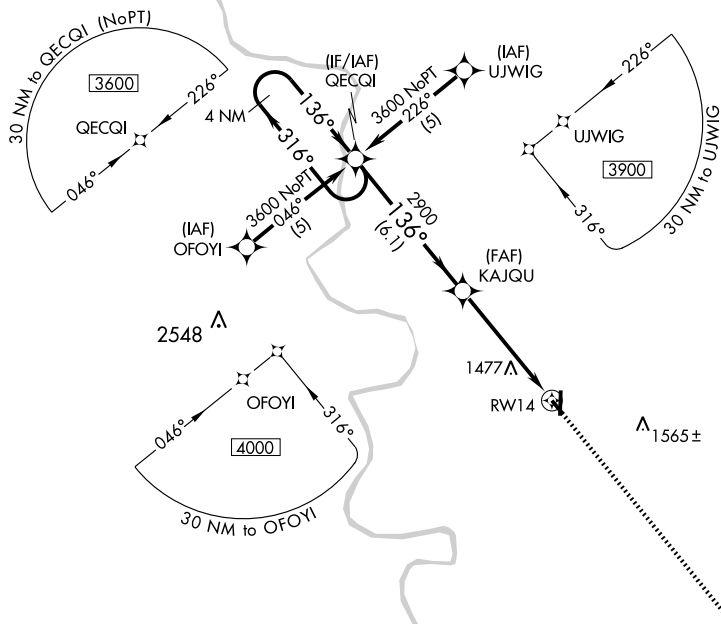
COUNCIL BLUFFS MUNI (CBF)

ILS OR LOC RWY 36

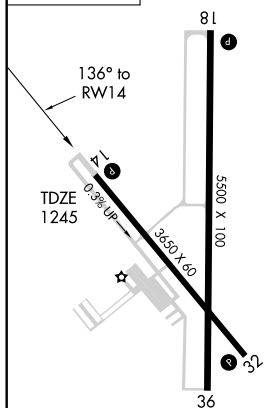
APP CRS
136°Rwy Idg **3650**
TDZE **1245**
Apt Elev **1253****RNAV (GPS) RWY 14**
COUNCIL BLUFFS MUNI (CBF)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility $\frac{1}{4}$ mile.

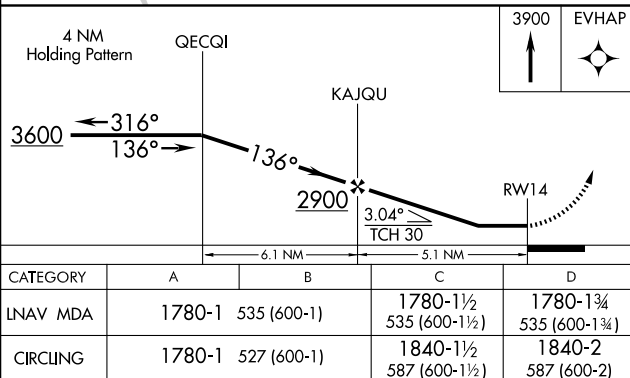
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3
126.575OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0

ELEV 1253



MIRL Rwy 14-32 **0**
HIRL Rwy 18-36 **0**
REIL Rws 14, 32, 18, and 36 **0**



WAAS CH 42806 W18A	APP CRS 176°	Rwy Idg TDZE 1241 Apt Elev 1253
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RNAV (GPS) RWY 18

COUNCIL BLUFFS MUNI (CBF)

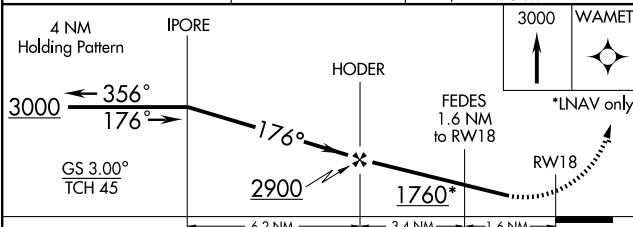
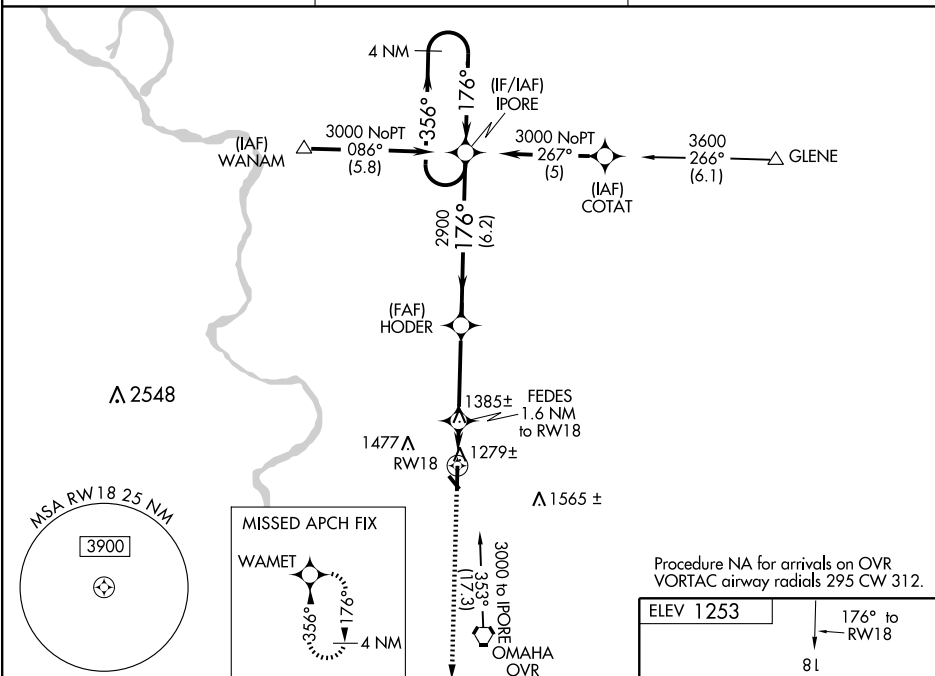
⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

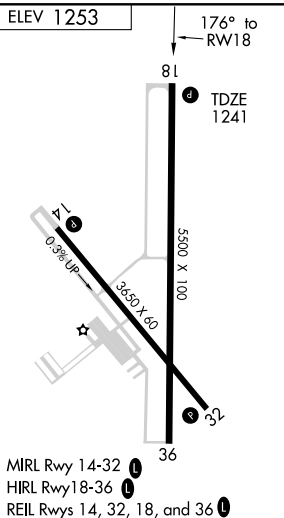
AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



APP CRS 316°	Rwy Idg TDZE 1245	3650
	Apt Elev 1253	

RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

Δ NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP- 0.3 NA.

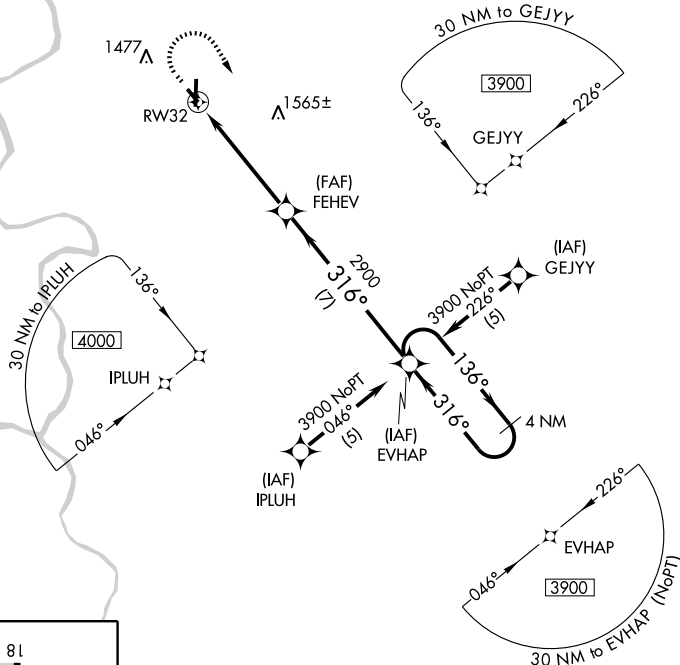
MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3
126.575

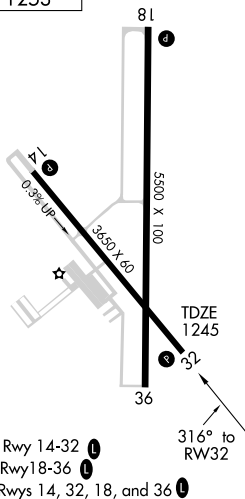
OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

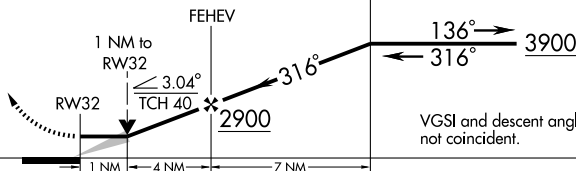
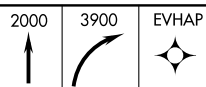
Δ 2548



ELEV 1253



MIRL Rwy 14-32
HIRL Rwy 18-36
REIL Rwy 14, 32, 18, and 36



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1½	415 (500-1½)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

WAAS CH 53606 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5500 1245 1253
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RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)

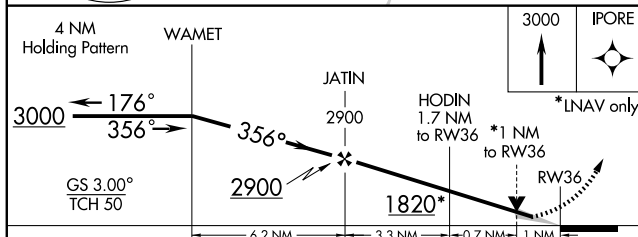
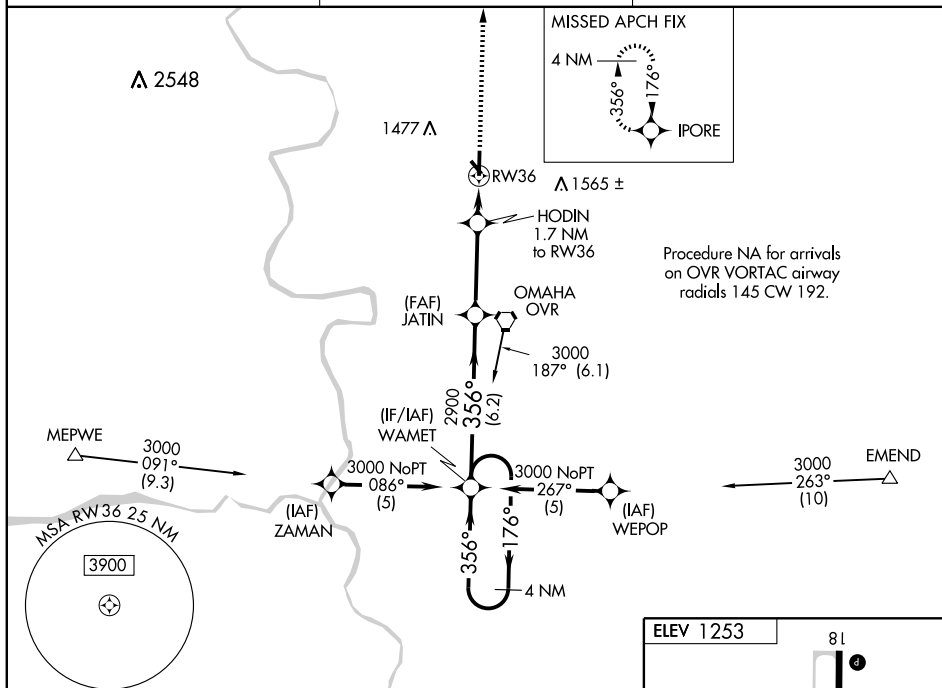
⚠ Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DA 53 feet and all MDA 60 feet and increase LNAV Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. VDP NA when using Eppley Airfield altimeter setting.

MISSED APPROACH:
Climb to 3000 direct IPORE and hold.

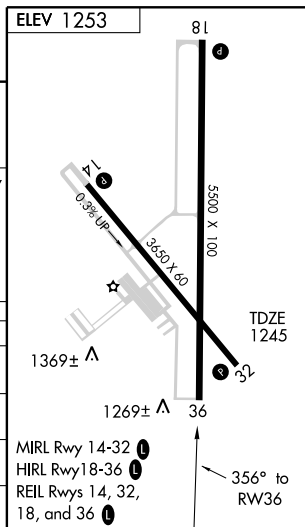
AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1445-¾ 200 (200-¾)			
LNAV/VNAV DA	1578-1¼ 333 (400-1¼)			
LNAV MDA	1620-1 375 (400-1)			1620-1¼ 375 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1253
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VOR-A
COUNCIL BLUFFS MUNI (CBF)

⚠ When local altimeter setting not received, use Eppley Airfield altimeter
⚠ setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn
direct OVR VORTAC and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0

△ 2548

1477 △

△ 1565±

1509±

IAF
OMAHA
116.3 OVR
Chan 110

10 NM

088°
→ 268°

R-133

MSA OVR 25 NM

3900

ELEV 1253

MIRL Rwy 14-32
HIRL Rwy 18-36
REIL Rws 14, 32,
18, and 36

81

5500 X 100

2630 X 60

0.3% UP
342° 5.3 NM
from FAF

36

2900

OVR
116.3

VORTAC

Remain
within 10 NM

133°

313°

2900

342°

5.3 NM

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY

A

B

C

D

CIRCLING

1760-1 507 (600-1)

1840-1½
587 (600-1½)

1840-2
587 (600-2)

COUNCIL BLUFFS, IOWA

Amdt 5 09015

COUNCIL BLUFFS MUNI (CBF)

41° 16'N - 95° 46'W

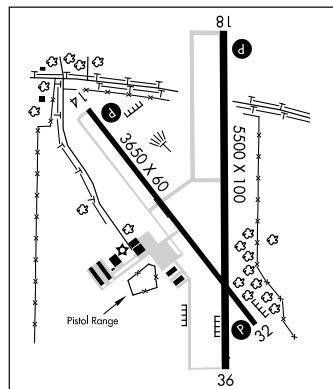
VOR-A

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

COUNCIL BLUFFS MUNI (CBF) 4 E UTC-6(-5DT) N41°15.61' W95°45.52'1253 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE CBF**RWY 18-36:** H5500X100 (CONC) S-30, D-60 HIRL**RWY 18:** REIL. PAPI(P2L)—GA 3.0 TCH 45'.**RWY 36:** REIL.**RWY 14-32:** H3650X60 (CONC) S-28, D-48 MIRL 0.3% up SE**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 30'.**RWY 32:** REIL. PAPI(P2L)—GA 3.5° TCH 30'.

AIRPORT REMARKS: Attended dawn-dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14-32 HIRL Rwy 18-36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.575 (712) 323-1542.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **OMAHA APP/DEP CON** 124.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**OMAHA (H) VORTAC** 116.3 OVR Chan 110 N41°10.04'W95°44.20' 342° 5.7 NM to fld. 1300/8E. **HIWAS.****ILS/DME** 111.35 I-CBF Chan 50(Y) Rwy 36.**CRESCO****ELLEN CHURCH FLD** (CJJ) 1 SW UTC-6(-5DT) N43°21.92' W92°07.98'

1279 NOTAM FILE FOD

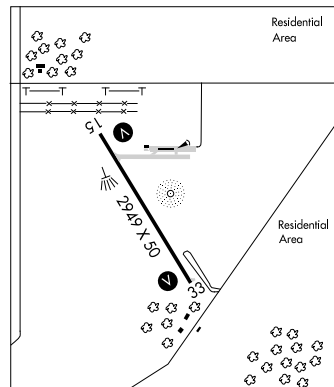
RWY 15-33: H2949X50 (CONC) S-29 LIRL 0.5% up NW**RWY 15:** VASI(V2L). Trees. **RWY 33:** VASI(V2L). Pole.

AIRPORT REMARKS: Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15-33 and VASI Rwy 15 and 33—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.**MINNEAPOLIS CENTER APP/DEP CON** 118.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**WAUKON (L) VORTAC** 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 276° 26.6 NM to fld. 1288/5E.

CRESCO NDB (MHW) 293 CJJ N43°21.96' W92°07.86' at fld. Unmonitored.

**CRESCO** N43°21.96' W92°07.86' NOTAM FILE FOD.**NDB (MHW)** 293 CJJ at Ellen Church Fld. Unmonitored.**CHICAGO****L-28F****IAP****CHICAGO****L-28F**

APP CRS
152°

Rwy Idg
1279

TDZE
1279

Apt Elev
1279

GPS RWY 15

CRESCO/ELLEN CHURCH FIELD (CJJ)



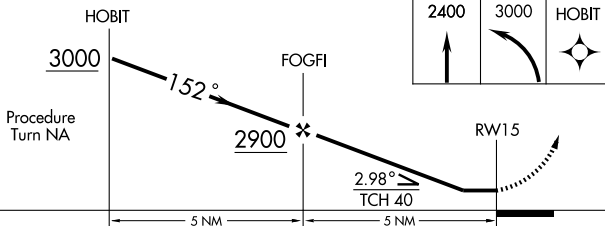
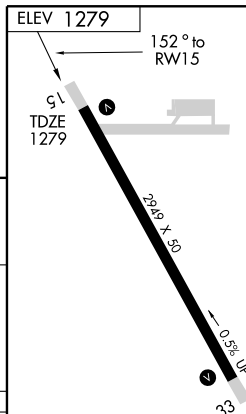
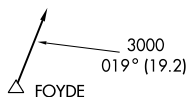
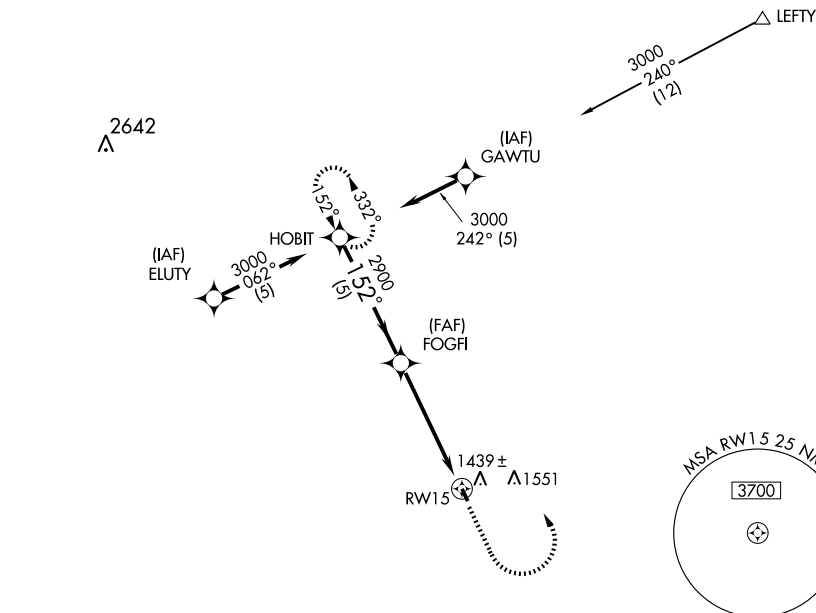
NA

Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)

122.7 

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

LIRL Rwy 15-33

APP CRS **332°**
 Rwy Idg **2949**
 TDZE **1279**
 Apt Elev **1279**

GPS RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

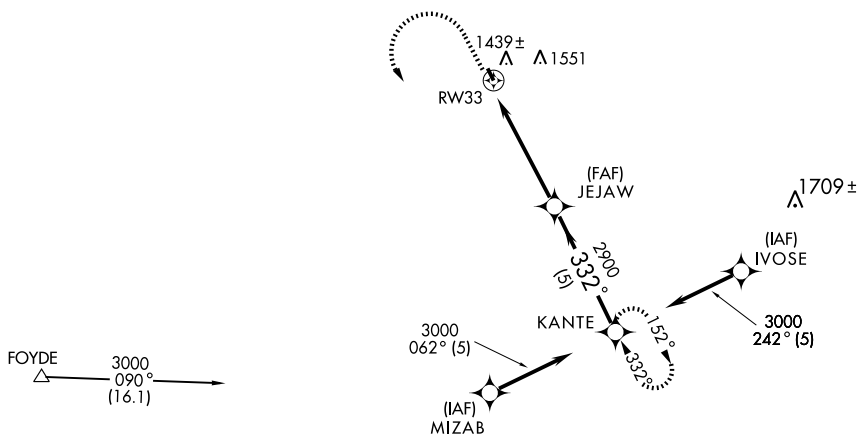


Use Decora Muni altimeter setting.

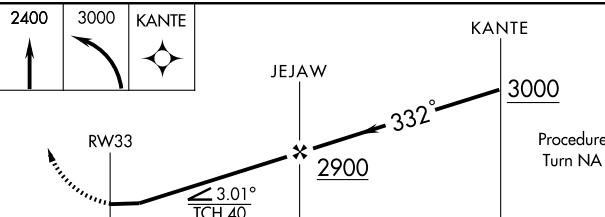
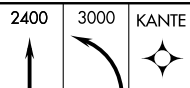
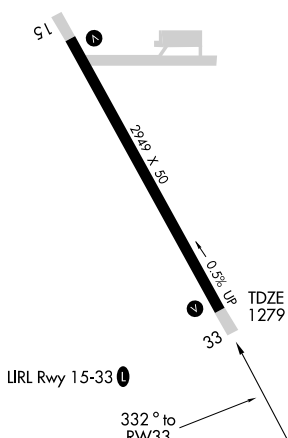
MISSED APPROACH: Climb to 2400, then climbing
 left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)

122.7

ELEV 1279



CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1½ 521 (600-1½)	NA

NDB CJJ 293	APP CRS 340°	Rwy Idg TDZE Apt Elev	2949 1279 1279
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NDB RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

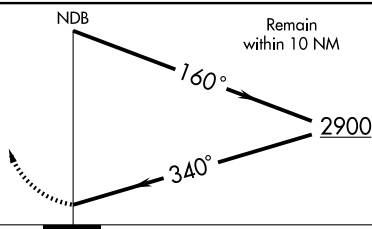
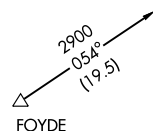
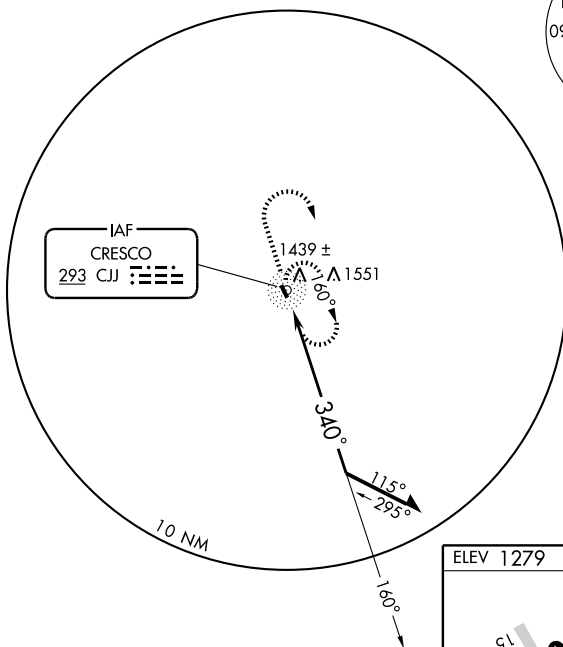
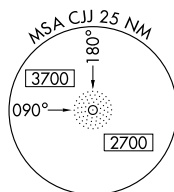


Use Decorah Muni altimeter setting.

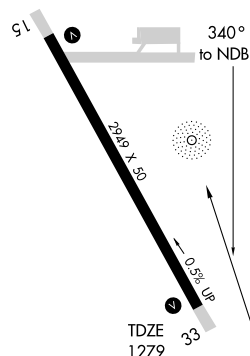
MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER
118.85UNICOM
122.8 (CTAF)**122.7**

Δ2642



ELEV 1279



CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

LRL Rwy 15-33

NDB RWY 33

CRESTON MUNI (CSQ) 3 S UTC-6(-5DT) N41°01.29' W94°21.80'

1300 B S2 FUEL 100LL, JET A NOTAM FILE CSQ

RWY 16-34: H4901X75 (ASPH) S-15 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46'. Fence.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46'. Tree.

RWY 04-22: 1692X100 (TURF)

RWY 22: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Sat and Sun on call. For fuel after hrs and weekends call 641-782-8402 (Law Enforcement Center). Rwy 04-22 CLOSED during winter months. Rwy 04-22 marked with yellow cones. MIRL Rwy 16-34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.75 (641) 782-6286.

COMMUNICATIONS: CTAF/UNICOM 122.8

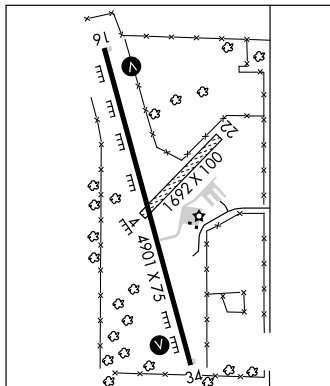
MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 318° 31.2 NM to fld. 1140/7E. HIWAS.

UNION CO NDB (MHW) 379 UNE N40°57.45' W94°20.84' 345°
3.9 NM to fld. NOTAM FILE CSQ.



DALE DELIGHT (See POSTVILLE)

DAVENPORT MUNI (DVN) 5 N UTC-6(-5DT) N41°36.62' W90°35.30'

751 B S4 FUEL 100LL, JET A NOTAM FILE DVN

RWY 15-33: H5511X100 (CONC) S-68, D-93, 2S-118, 2D-122 MIRL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48'.

RWY 03-21: H4001X100 (CONC) S-68, D-93, 2S-118, 2D-122
MIRL (NSTD)

RWY 03: VASI(V4L)—GA 3.0° TCH 44'.

RWY 21: VASI(V4L)—GA 3.0° TCH 44'. Road.

AIRPORT REMARKS: Attended 1230Z±-dusk. For svc after hrs call 563-391-5650. Extensive heavy military helicopter (Chinook) training on and invof arpt, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to rwyms from grass areas. Two way radio communications required for all acft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit acft. Rwy 03-21 NSTD MIRL, thlds have only 6 lgts; clear lenses entire rwy length. ACTIVATE MIRL Rwy 03-21, Rwy 15-33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 120.175 (563) 388-2154.

HIWAS 113.8 CVA.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (FORT DODGE RADIO)

Ⓡ QUAD CITY APP/DEP CON 125.95 (1130-0430Z±)

Ⓡ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z±)

QUAD CITY CLNC DEL 118.35

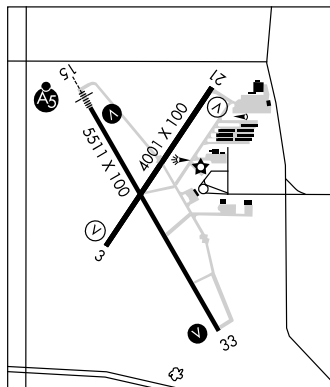
AIRSPACE: CLASS E svc 1100-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

(L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 215° 7.6 NM to fld. 767/4E. HIWAS.

AUNEY NDB (LOM) 353 DV N41°41.69' W90°39.35' 148° 5.9 NM to fld. Unmonitored.

ILS/DME 109.1 I-DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.



CHICAGO

H-5D, L-28G

IAP

NDB UNE 379	APP CRS 345°	Rwy Idg TDZE Apt Elev	4901 1296 1300
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NDB RWY 34

CRESTON MUNI (CSQ)

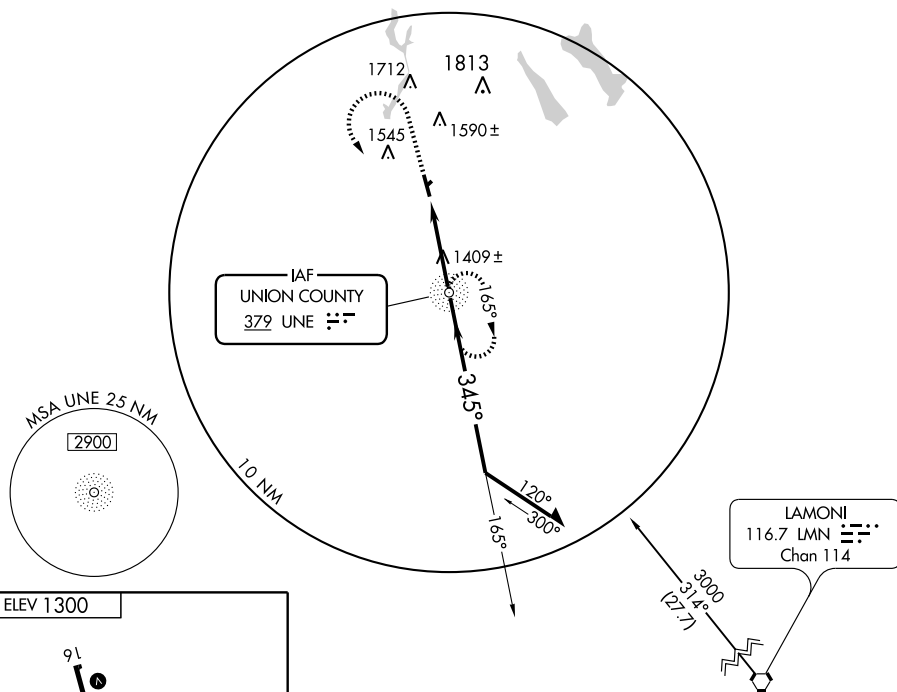
⚠ Circling NA for CATs B and C west of Rwy 16-34.
⚠ Circling NA to Rwy 4-22.
 If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.

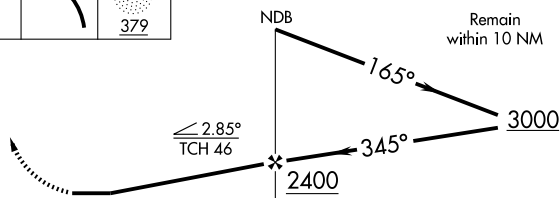
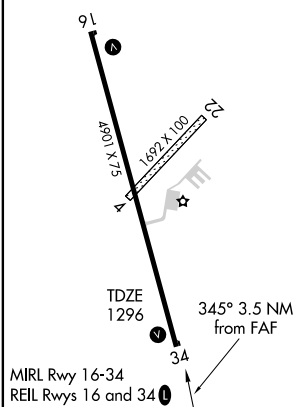
AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) 0



ELEV 1300



CATEGORY	A	B	C	D
S-34	1720-1	424 (500-1)	1720-1¼ 424 (500-1¼)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CRESTON, IOWA

Amdt 2 08157

41°01'N-94°22'W

CRESTON MUNI (CSQ)

NDB RWY 34

APP CRS **161°**
 Rwy Idg **4901**
 TDZE **1296**
 Apt Elev **1300**

RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

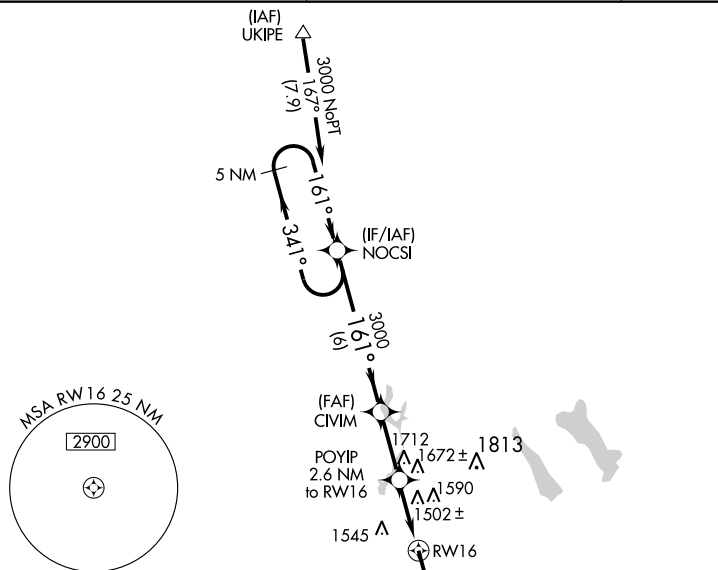
⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
 If local altimeter setting not received, use Des Moines Init altimeter setting and increase all MDAs 160 feet.
 When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
 direct FOVOB and hold.

AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

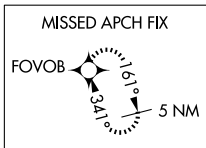
UNICOM
122.8 (CTAF) 0



ELEV 1300



MIRL Rwy 16-34
 REIL Rws 16 and 34 0



5 NM Holding Pattern				3000	FOVOB
NOCSI				↑	✦
CIVIM				3000	
POYIP 2.6 NM to RW16					
3000 ← 341°				3000	
161° →				2180	
6 NM					
2.6 NM					
RW16					
CATEGORY	A	B	C	D	
LNAV MDA	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	NA	
CIRCLING	1820-1	520 (600-1)	1820-1½ 520 (600-1½)	NA	

CRESTON, IOWA
 Orig 08157

41°01'N-94°22'W

CRESTON MUNI (CSQ)
RNAV (GPS) RWY 16

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **341°**
Rwy Idg **4901**
TDZE **1296**
Apt Elev **1300**

RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

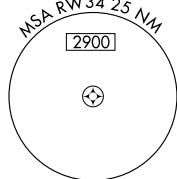
MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3
124.75

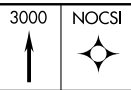
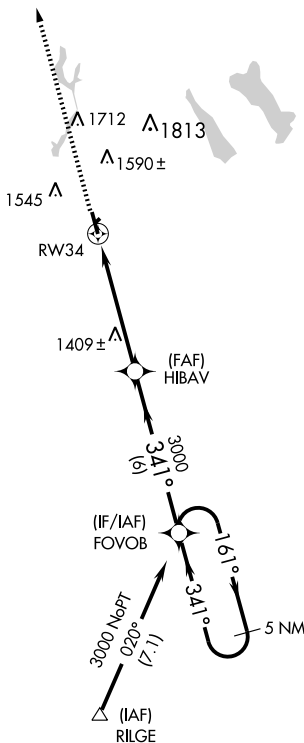
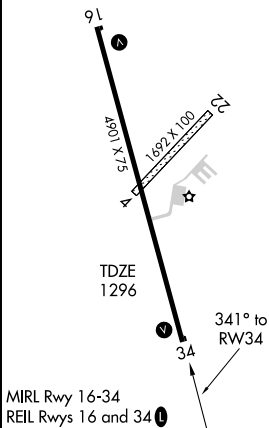
MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) **①**

MISSED APCH FIX



ELEV 1300



HIBAV

FOVOB

5 NM
Holding Pattern

RWY 34

341°

161°

3000

3.04°

TCH 46

5.1 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

CRESTON MUNI (CSQ) 3 S UTC-6(-5DT) N41°01.29' W94°21.80'

1300 B S2 FUEL 100LL, JET A NOTAM FILE CSQ

RWY 16-34: H4901X75 (ASPH) S-15 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46'. Fence.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46'. Tree.

RWY 04-22: 1692X100 (TURF)

RWY 22: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Sat and Sun on call. For fuel after hrs and weekends call 641-782-8402 (Law Enforcement Center). Rwy 04-22 CLOSED during winter months. Rwy 04-22 marked with yellow cones. MIRL Rwy 16-34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.75 (641) 782-6286.

COMMUNICATIONS: CTAF/UNICOM 122.8

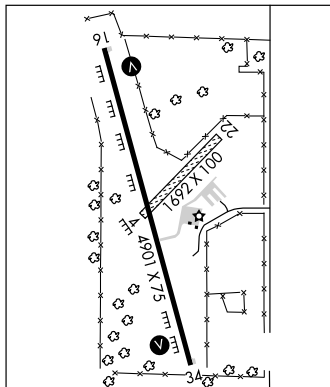
MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 318° 31.2 NM to fld. 1140/7E. HIWAS.

UNION CO NDB (MHW) 379 UNE N40°57.45' W94°20.84' 345°
3.9 NM to fld. NOTAM FILE CSQ.



DALE DELIGHT (See POSTVILLE)

DAVENPORT MUNI (DVN) 5 N UTC-6(-5DT) N41°36.62' W90°35.30'

751 B S4 FUEL 100LL, JET A NOTAM FILE DVN

RWY 15-33: H5511X100 (CONC) S-68, D-93, 2S-118, 2D-122 MIRL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48'.

RWY 03-21: H4001X100 (CONC) S-68, D-93, 2S-118, 2D-122
MIRL (NSTD)

RWY 03: VASI(V4L)—GA 3.0° TCH 44'.

RWY 21: VASI(V4L)—GA 3.0° TCH 44'. Road.

AIRPORT REMARKS: Attended 1230Z±-dusk. For svc after hrs call 563-391-5650. Extensive heavy military helicopter (Chinook) training on and invof arpt, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to rwyms from grass areas. Two way radio communications required for all acft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit acft. Rwy 03-21 NSTD MIRL, thlds have only 6 lgts; clear lenses entire rwy length. ACTIVATE MIRL Rwy 03-21, Rwy 15-33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 120.175 (563) 388-2154.

HIWAS 113.8 CVA.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.5 (FORT DODGE RADIO)

Ⓡ QUAD CITY APP/DEP CON 125.95 (1130-0430Z±)

Ⓡ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z±)

QUAD CITY CLNC DEL 118.35

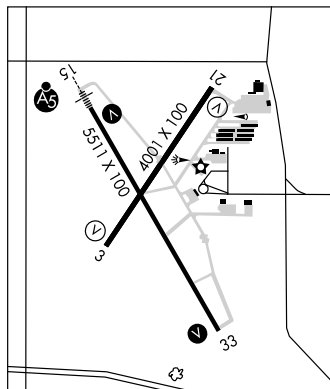
AIRSPACE: CLASS E svc 1100-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

(L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 215° 7.6 NM to fld. 767/4E. HIWAS.

AUNEY NDB (LOM) 353 DV N41°41.69' W90°39.35' 148° 5.9 NM to fld. Unmonitored.

ILS/DME 109.1 I-DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.



CHICAGO

H-5D, L-28G

IAP

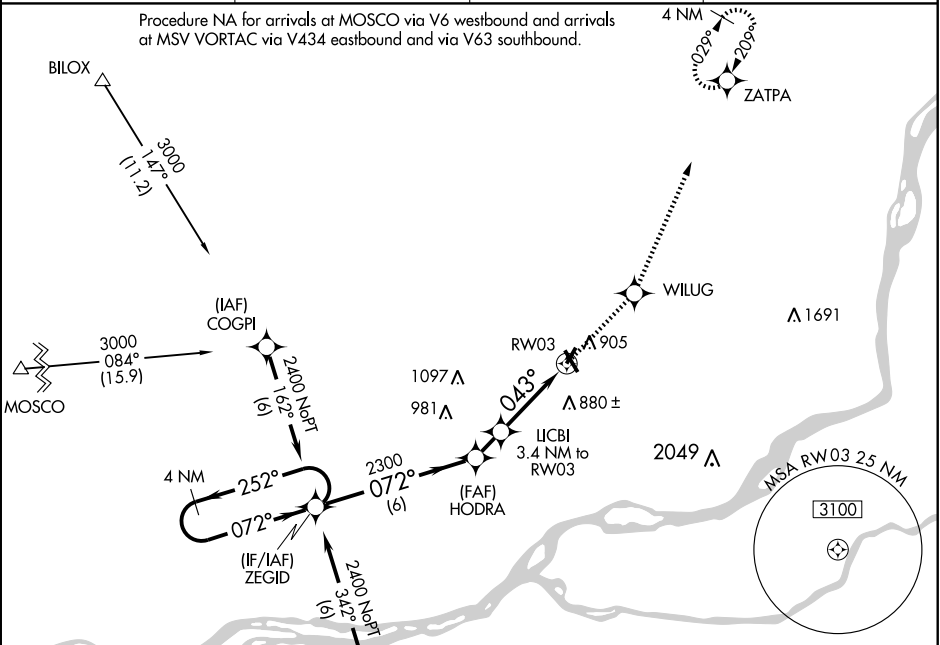
APP CRS 043°	Rwy Idg 4001
	TDZE 750
	Apt Elev 753

RNAV (GPS) RWY 3 DAVENPORT MUNI (DVN)

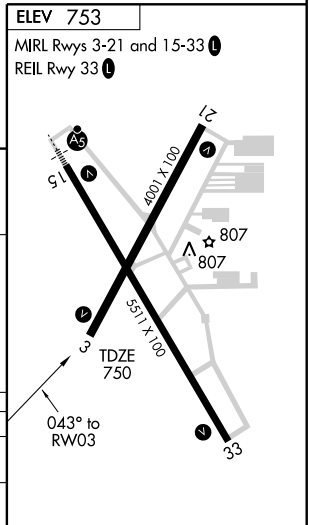
▼ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

AWOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) ①
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4 NM Holding Pattern				ZEGID				3000				WILUG				ZATPA			
2400				252°				072°				072°				023° Track			
2300				3.02°				3.4 NM to RW03				1.1 NM to RW03				RW03			
1880				TCH 44				043°				1880							
6 NM				1.3 NM				2.3 NM				1.1 NM							
CATEGORY	A			B			C			D									
LNAV MDA	1140-1			390 (400-1)			1140-1¼			390 (400-1¼)									
CIRCLING	1220-1			467 (500-1)			1220-1½			1320-2			567 (600-2)						



WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg 5511 TDZE 751 Apt Elev 753
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RNAV (GPS) RWY 15
DAVENPORT MUNI (DVN)

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
For inoperative MALSR, increase LPV visibility all Cnts. to ¾.

MALSR



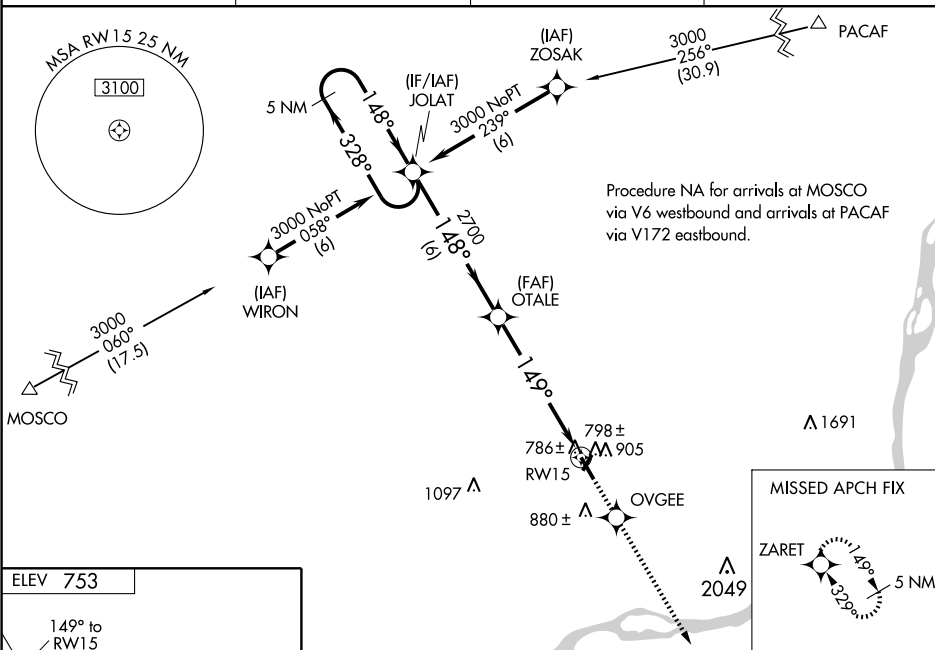
MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3
120.175

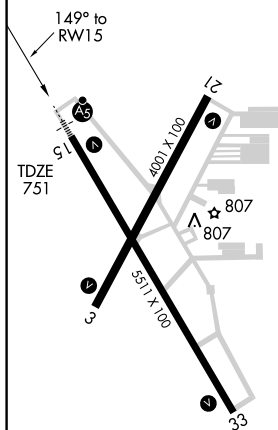
QUAD CITY APP CON★
125.95 257.8

CLNC DEL
118.35

UNICOM
123.0 (CTAF) **L**



ELEV 753



REIL Rwy 33 **L**
MIRL Rwy 3-21 and 15-33 **L**

Diagram illustrating a 5 NM Holding Pattern. The pattern is defined by a 5 NM Holding Pattern (JOLAT) and a 5 NM Holding Pattern (OTALE). The diagram shows the holding pattern, the glidepath, and the distance to the next waypoint (3000). The glidepath is defined by a 148° track and a 149° track. The distance to the next waypoint is 3000 NM. The diagram also shows the distance to the next waypoint (3000 NM) and the distance to the next waypoint (3000 NM). The diagram includes a table with the following information:

CATEGORY	A	B	C	D
LPV DA	1001-1/2	250 (300-1/2)		
RNAV/ VNAV	1111-3/4	360 (400-3/4)		
RNAV MDA	1200-1/2	449 (500-1/2)	1200-3/4 449 (500-3/4)	1200-1 449 (500-1)
CIRCLING	1220-1 1/4	467 (500-1 1/4)	1220-1 1/2 467 (500-1 1/2)	1320-2 567 (600-2)

DAVENPORT, IOWA

Amdt 1 09351

41°37'N-90°35'W

DAVENPORT MUNI (DVN)

RNAV (GPS) RWY 15

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS
209°

Rwy ldg **4001**
TDZE **750**
Apt Elev **753**

RNAV (GPS) RWY 21

DAVENPORT MUNI (DVN)

▼ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

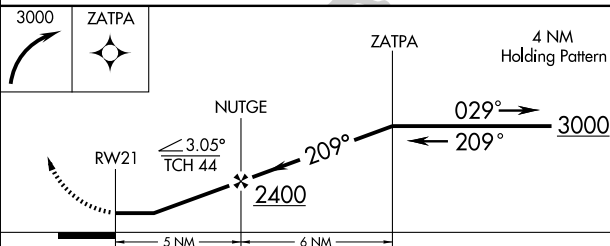
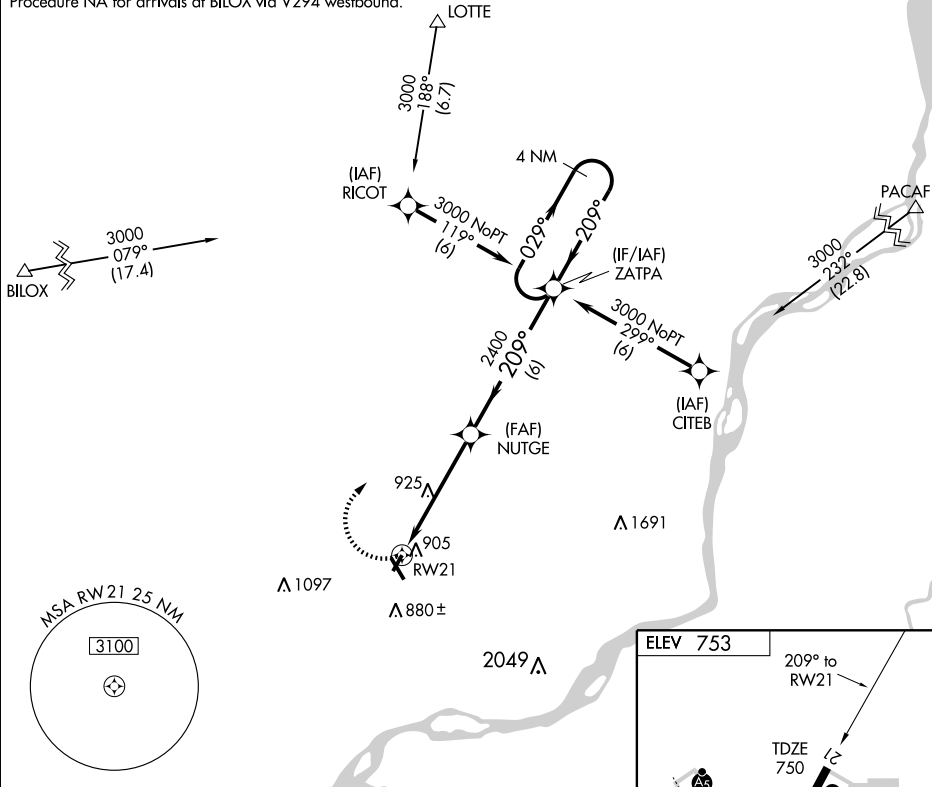
AWOS-3
120.175

QUAD CITY APP CON *
125.95 257.8

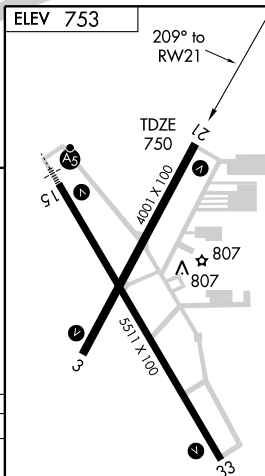
CLNC DEL
118.35

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at BILOX via V294 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1180-1	430 (500-1)	1180-1½ 430 (500-1½)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)



REIL Rwy 33
MIRL Rwy 3-21 and 15-33

APP CRS 329°	Rwy Idg 5511
	TDZE 751
	Apt Elev 753

RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

▼ Circling NA at night. DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
 VDP NA when using Quad City Intl altimeter setting.

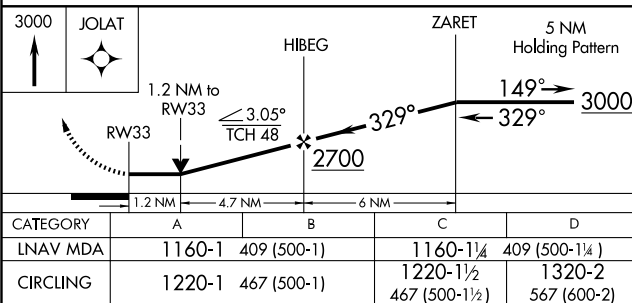
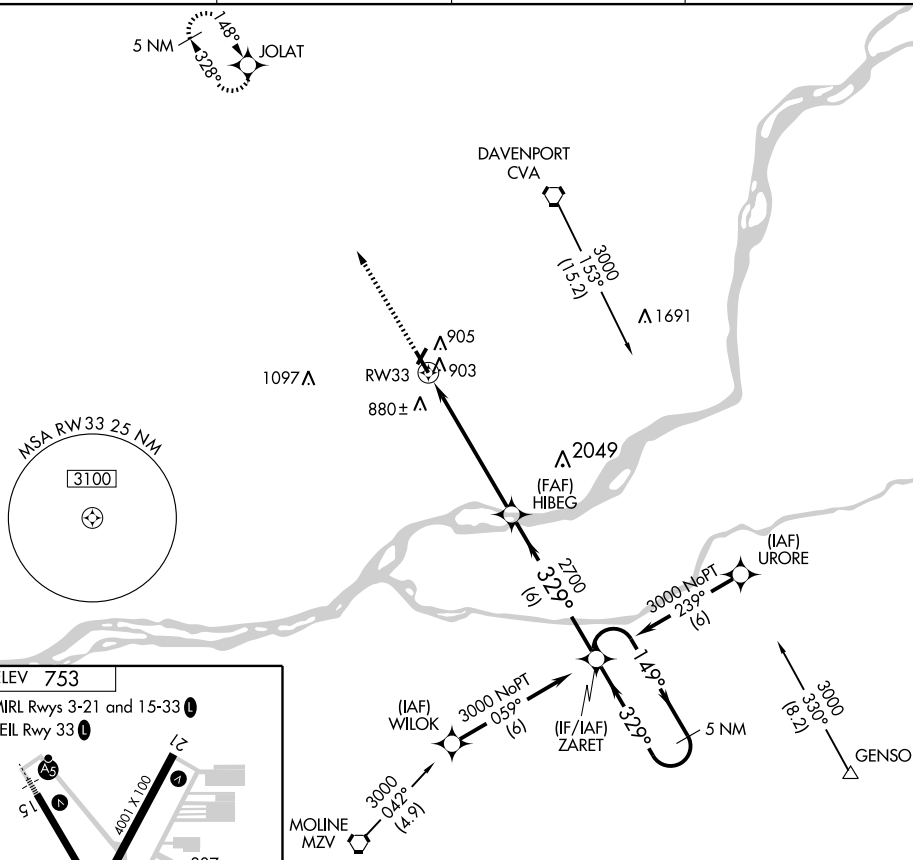
MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3
120.175

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.35

UNICOM
123.0 (CTAF) 0



VORTAC CVA 113.8 Chan 85	APP CRS 035°	Rwy Idg TDZE Apt Elev	4001 750 753
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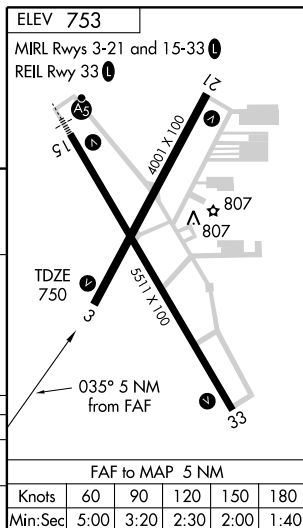
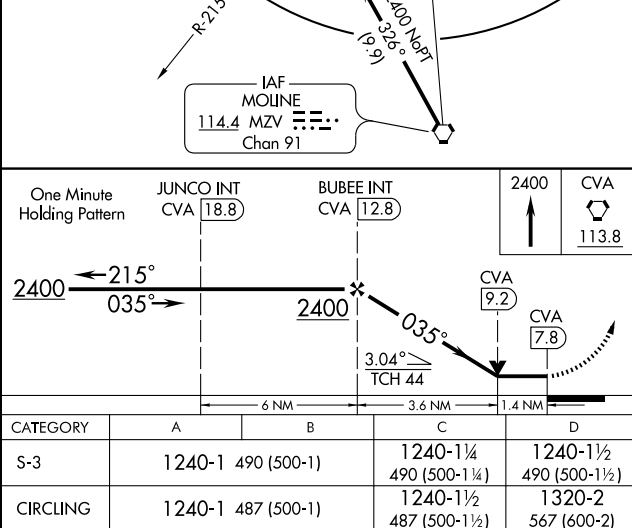
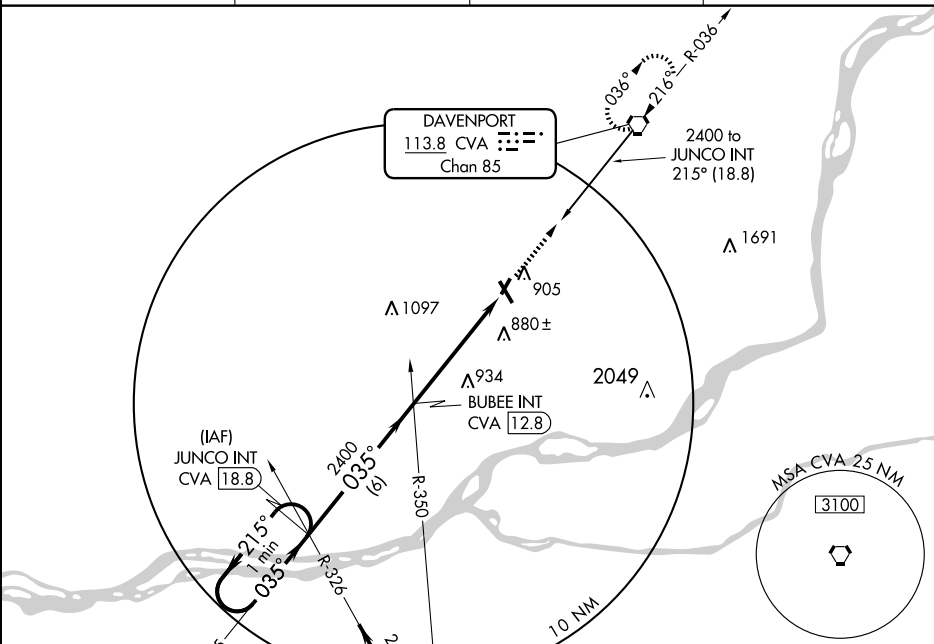
VOR RWY 3

DAVENPORT MUNI (DVN)

▼ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
▲ VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3 120.175	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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VORTAC CVA <u>113.8</u> Chan 85	APP CRS 216°	Rwy Idg 4001 TDZE 750 Apt Elev 753
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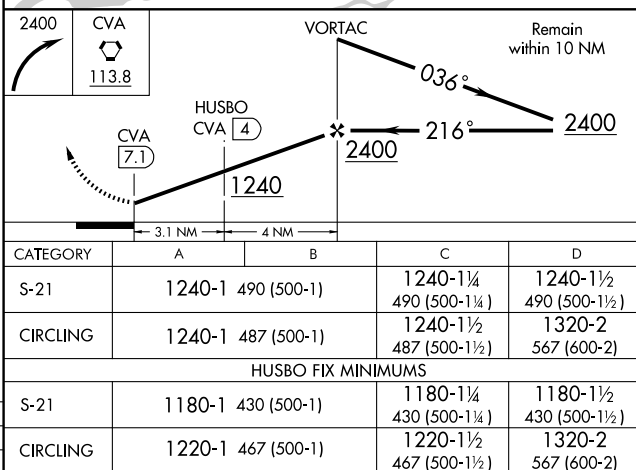
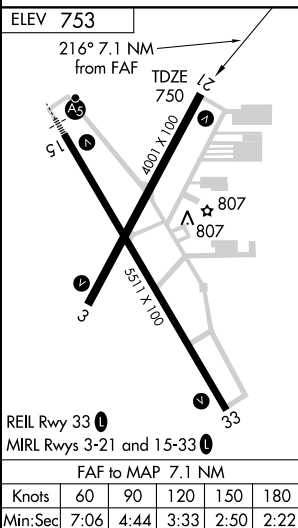
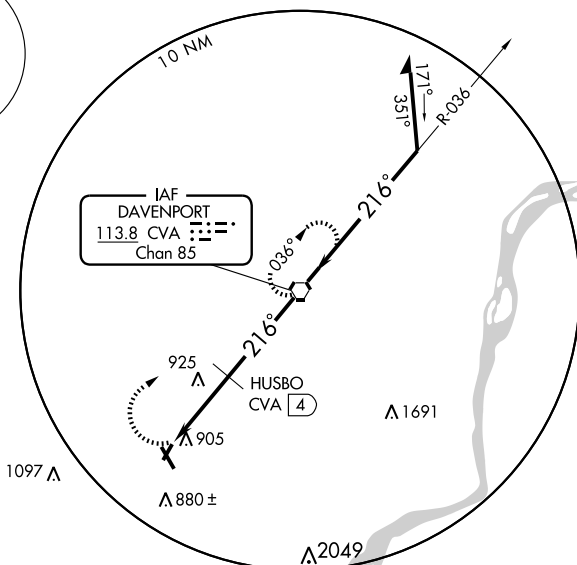
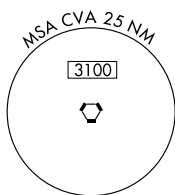
VOR RWY 21
DAVENPORT MUNI (DVN)

T If local altimeter setting not received, use Quad City Intl
A altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3
120.175

QUAD CITY APP CON★
125.95 257.8

CLNC DEL
118.35UNICOM
123.0 (CTAF) **L**

DAVENPORT, IOWA
Amdt 8 09351

DAVENPORT MUNI (DVN)
VOR RWY 21

41°37'N - 90°35'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

DECORAH MUNI (DEH) 2 SE UTC-6(-5DT) N43°16.53' W91°44.36'

1158 B S4 FUEL 100LL, JET A NOTAM FILE DEH
 RWY 11-29: H4001X75 (CONC) S-28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47'. Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun on call.

Attendance schedule Sun call 563-382-8338. Parachute
 Jumping. MIRL Rwy 11-29 preset on low ints, to increase ints and
 ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy
 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (563) 382-2990.

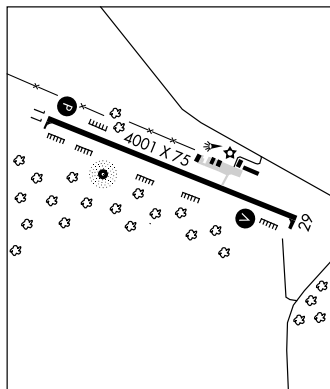
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'
 W91°32.24' 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51' W91°44.61' at fld.
 NOTAM FILE DEH. Unmonitored.



CHICAGO
 L-28F
 IAP

DENISON MUNI (DNS) 2 SW UTC-6(-5DT) N41°59.20' W95°22.83'

1274 B FUEL 100LL, JET A NOTAM FILE DNS
 RWY 12-30: H5000X75 (CONC) S-28, D-48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 18-36: 2019X105 (TURF)

RWY 06-24: 1790X178 (TURF)

RWY 06: Tree. RWY 24: Tree.

AIRPORT REMARKS: Attended 1400-2300Z after 2300Z, call
 712-677-2730. For fuel svc and arpt information call arpt
 manager 712-263-6424 or fax 712-263-8349. Rwy 18-36 and
 Rwy 06-24 CLOSED Nov-Apr. Rwy 30 is calm wind rwy. Rwy 06,
 Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow
 cones. Rwy lgt for Rwy 12-30 located 25' inside boundary of Rwy
 06-24. MIRL Rwy 12-30 preset low ints, to increase ints and
 ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy
 30—CTAF. Rwy 12-30 has soft shoulders.

WEATHER DATA SOURCES: AWOS-3 119.95 (712) 263-6558.

COMMUNICATIONS: CTAF/UNICOM 122.8

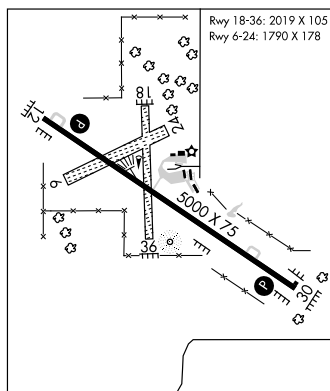
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 108° 47.2 NM to fld. 1087/9E.
 HIWAS.

NDB (MHW) 350 DNS N41°59.03' W95°22.76' at fld. NOTAM FILE DNS. Unmonitored.



OMAHA
 H-5C, L-121
 IAP

NDB DEH 236	APP CRS 288°	Rwy Idg TDZE Apt Elev	4001 1158 1158
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NDB RWY 29

DECORAH MUNI (DEH)

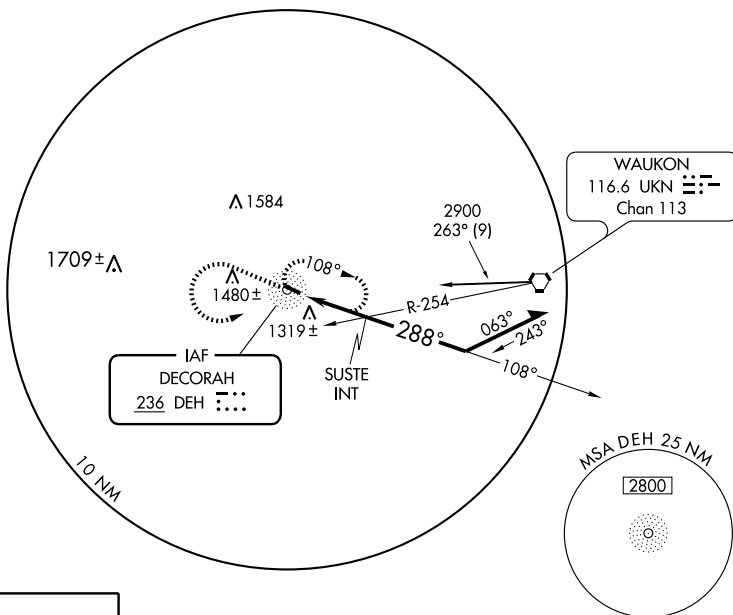
⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

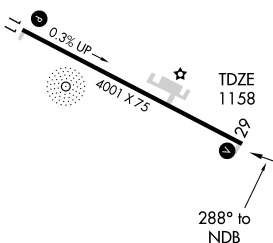
AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) **0**

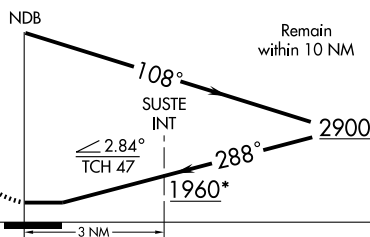


ELEV 1158



*2060 when using Preston, MN altimeter setting.

VGSI and descent angle not coincident.



CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	

REIL Rwy 11 and 29 **0**
MIRL Rwy 11-29 **0**

APP CRS 294°	Rwy Idg 4001
	TDZE 1158
	Apt Elev 1158

RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

▼ DME/DME RNP -0.3 NA.
▲ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Preston, MN altimeter setting.

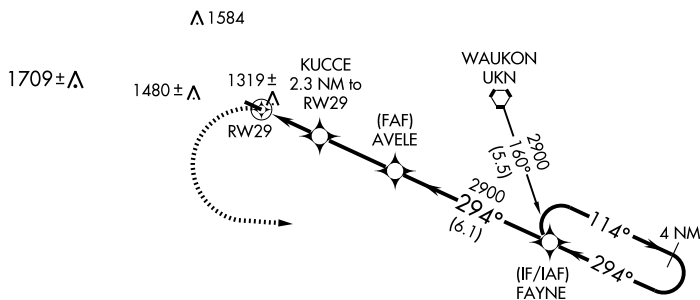
MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

AWOS-3
120.925

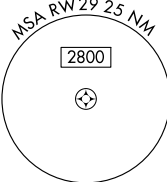
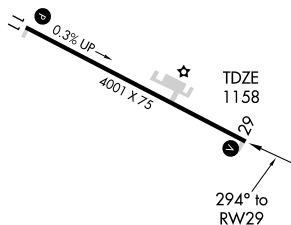
MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.



ELEV 1158



2900	FAYNE	VGSI and descent angles not coincident				4 NM Holding Pattern
		KUCCE 2.3 NM to RW29	AVELE	FAYNE		
CATEGORY		A	B	C		D
RNAV MDA		1580-1	422 (500-1)		NA	
CIRCLING		1620-1	462 (500-1)		NA	

REIL Rwy 11 and 29 **①**
 MRL Rwy 11-29 **①**

VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy Idg TDZE Apt Elev 1158	4001 1158
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VOR RWY 29

DECORAH MUNI (DEH)

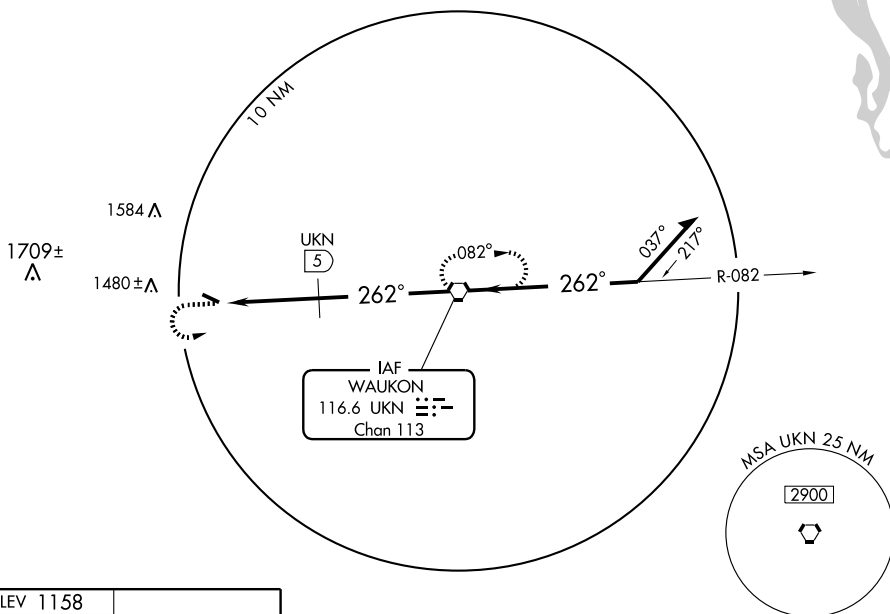


MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

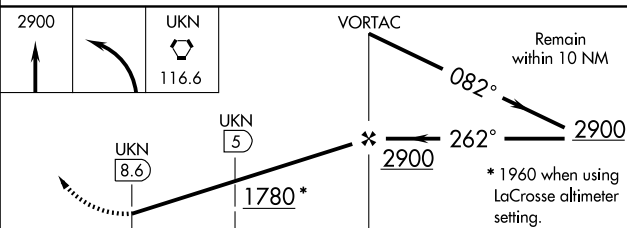
AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) 0



ELEV 1158



CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

REIL Rwy 11 and 29 0

MIRL Rwy 11-29 0

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

DECORAH MUNI (DEH) 2 SE UTC-6(-5DT) N43°16.53' W91°44.36'

1158 B S4 FUEL 100LL, JET A NOTAM FILE DEH
 RWY 11-29: H4001X75 (CONC) S-28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47'. Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun on call.

Attendance schedule Sun call 563-382-8338. Parachute
 Jumping. MIRL Rwy 11-29 preset on low ints, to increase ints and
 ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy
 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.925 (563) 382-2990.

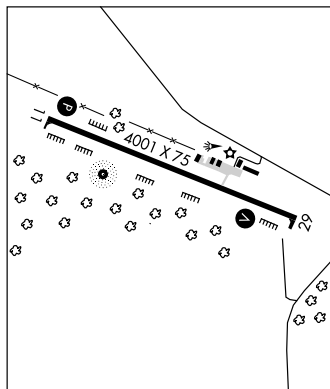
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'
 W91°32.24' 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51' W91°44.61' at fld.
 NOTAM FILE DEH. Unmonitored.



CHICAGO
 L-28F
 IAP

DENISON MUNI (DNS) 2 SW UTC-6(-5DT) N41°59.20' W95°22.83'

1274 B FUEL 100LL, JET A NOTAM FILE DNS
 RWY 12-30: H5000X75 (CONC) S-28, D-48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 18-36: 2019X105 (TURF)

RWY 06-24: 1790X178 (TURF)

RWY 06: Tree. RWY 24: Tree.

AIRPORT REMARKS: Attended 1400-2300Z after 2300Z, call
 712-677-2730. For fuel svc and arpt information call arpt
 manager 712-263-6424 or fax 712-263-8349. Rwy 18-36 and
 Rwy 06-24 CLOSED Nov-Apr. Rwy 30 is calm wind rwy. Rwy 06,
 Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow
 cones. Rwy lgt for Rwy 12-30 located 25' inside boundary of Rwy
 06-24. MIRL Rwy 12-30 preset low ints, to increase ints and
 ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy
 30—CTAF. Rwy 12-30 has soft shoulders.

WEATHER DATA SOURCES: AWOS-3 119.95 (712) 263-6558.

COMMUNICATIONS: CTAF/UNICOM 122.8

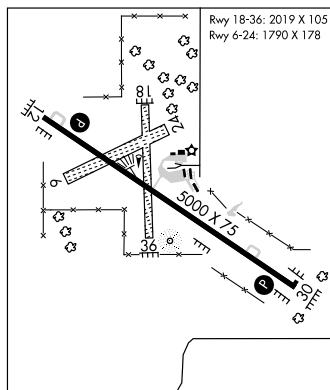
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 108° 47.2 NM to fld. 1087/9E.
 HIWAS.

NDB (MHW) 350 DNS N41°59.03' W95°22.76' at fld. NOTAM FILE DNS. Unmonitored.



OMAHA
 H-5C, L-121
 IAP

NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274

NDB RWY 30

DENISON MUNI (DNS)

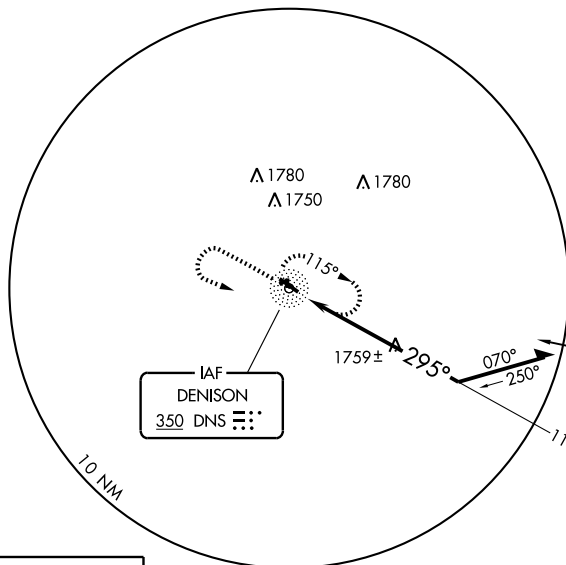
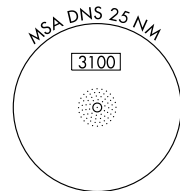
▼ Visibility reduction by helicopters NA.
 ▲ NA When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3
119.95

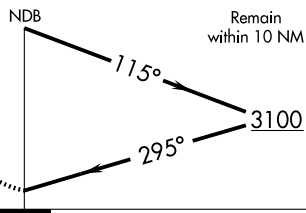
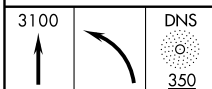
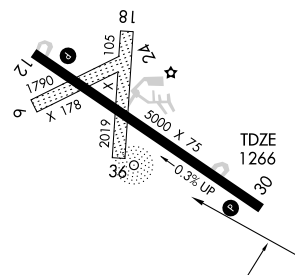
MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



IAF
DENISON
350 DNS

ELEV 1274



CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 0
 REIL Rwy 12 and 30 0

DENISON, IOWA
 Amdt 6 09071

41°59'N - 95°23'W

DENISON MUNI (DNS)
NDB RWY 30

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS Ch 90409 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	5000 1274 1274
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RNAV (GPS) RWY 12

DENISON MUNI (DNS)

▼ DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
▲ NA BARO-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, UNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

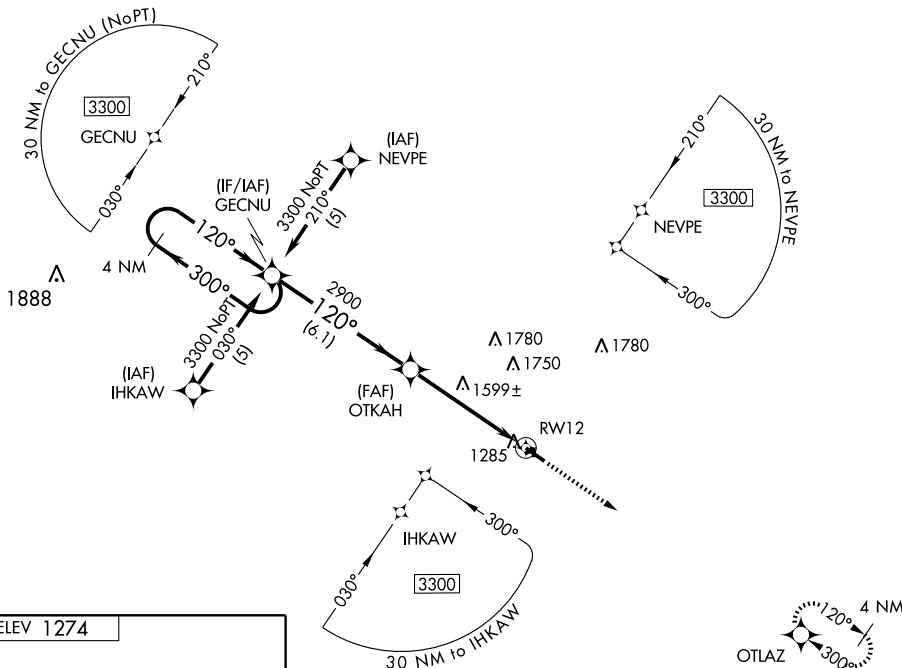
AWOS-3

119.95

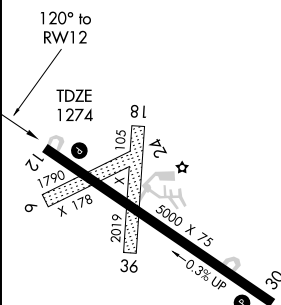
MINNEAPOLIS CENTER

119.6 290.4

UNICOM

122.8 (CTAF) 0

ELEV 1274

4 NM
Holding Pattern

GECNU

3900

OTLAZ

*LNAV only

3300

GS 3.00°

TCH 40°

VGSI and RNAV
glidepath not coincident.

OTKAH

120°

2900

1.8 NM
to RWY12*

6.1 NM

3.1 NM

1.8

MIRL Rwy 12-30 0

REIL Rwy 12 and 30 0

DENISON, IOWA

Amdt 1 08269

41°59'N - 95°23'W

DENISON MUNI (DNS)

RNAV (GPS) RWY 12

WAAS Ch 45908 W30A	APP CRS 300°	Rwy Idg TDZE 1266 Apt Elev 1274	5000 1266 1274
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RNAV (GPS) RWY 30

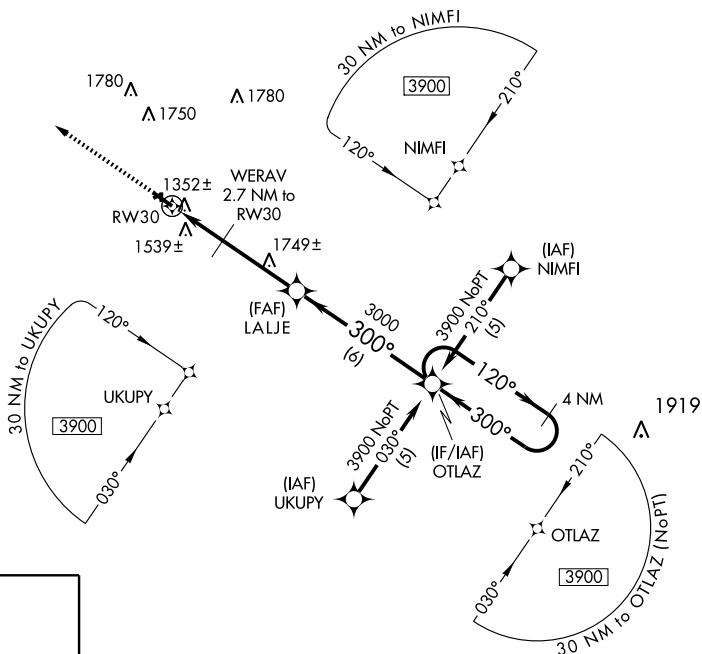
DENISON MUNI (DNS)

<p>▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>△ NA When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).</p>	<p>MISSED APPROACH: Climb to 3300 direct GECNU and hold.</p>
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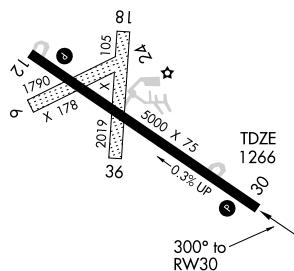
AWOS-3
119.95

MINNEAPOLIS CENTER
119.6 290.4

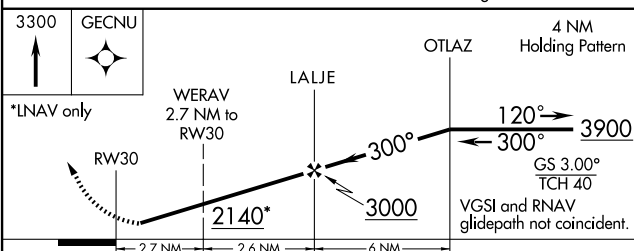
UNICOM
122.8 (CTAF) ①



ELEV 1274



MIRL Rwy 12-30 ①
REIL Rwy 12 and 30 ①



CATEGORY	A	B	C	D
LPV DA	1551-1	285 (300-1)		NA
LNAV/VNAV DA	1853-2	587 (600-2)		NA
LNAV MDA	1800-1	534 (600-1)	1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

DENISON, IOWA

Amdt 1 08269

41°59'N - 95°23'W

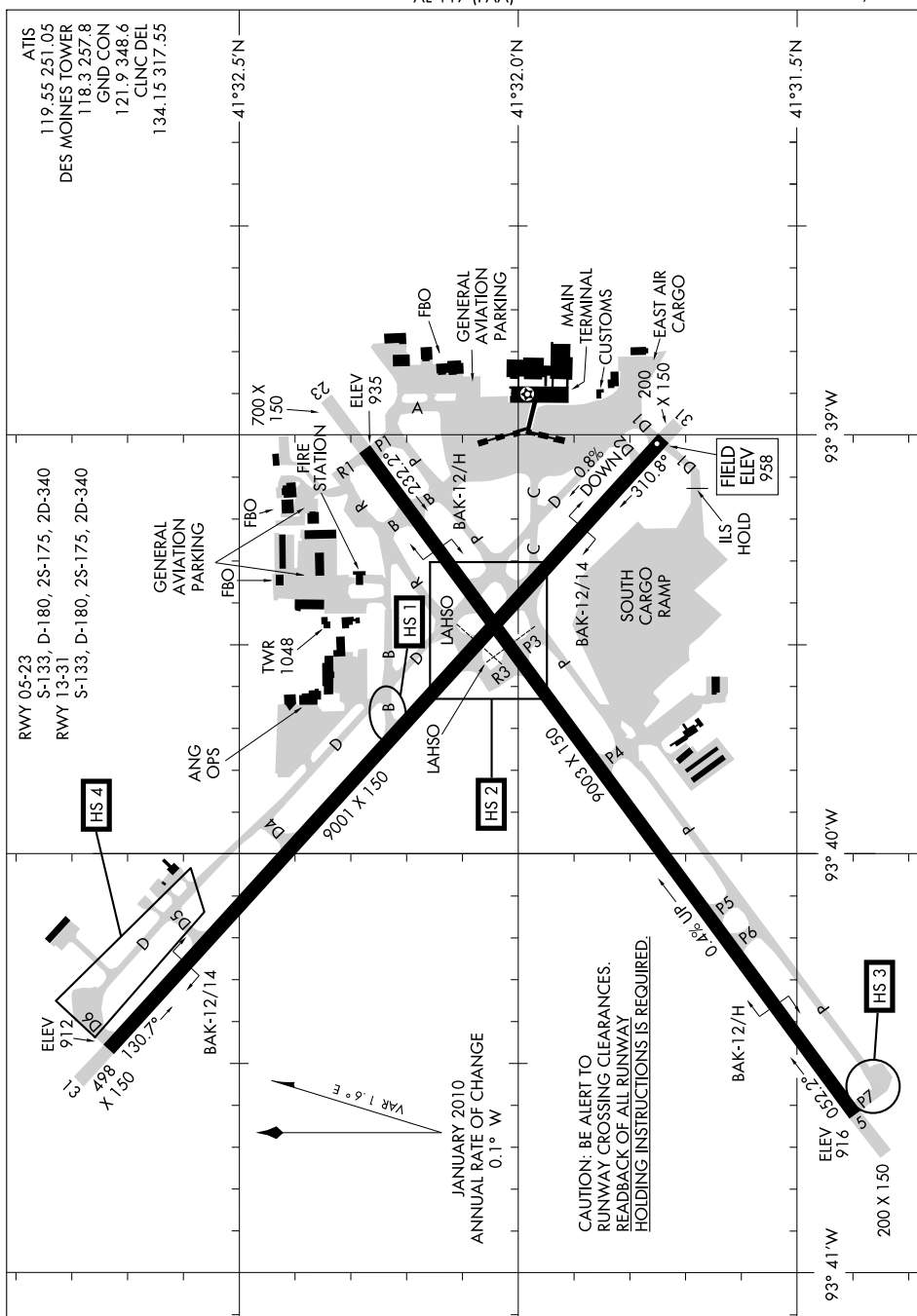
DENISON MUNI (DNS)
RNAV (GPS) RWY 30

AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

DES MOINES, IOWA
DES MOINES INTL (DSM)

DES MOINES INTL (DSM) 3 SW UTC-6(-5DT) N41°32.04' W93°39.79'

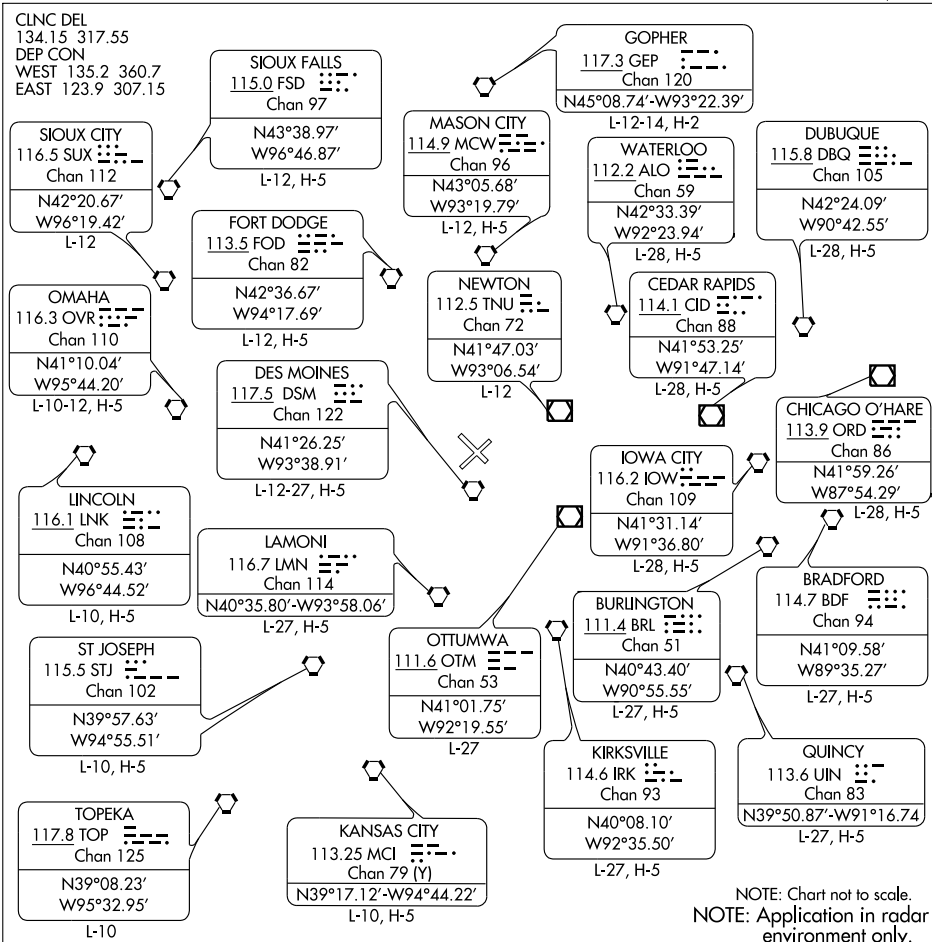
OMAHA
H-5C, L-12J
IAP. AD

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	13-31	6350
RWY 13	05-23	5950

Apr-Oct 1330-2230Z† Mon-Fri; mowing ops. Birds on and invof arpt. Arpt director requires 24 hrs notice on transportation of explosives by civil acct. Use of Air National Guard ramp is official business only. PPR for Air National Guard ramp. Ctc Hawki ops inbound on VHF 252.9. Normal Air National Guard hours are Tues-Fri 1300-2330Z† exc holidays. DSN 261-8250 or 8278, C515-261-8250/8278. TWR has limited visibility on Twy D between Twy D-5, Twy D-6, Twy P-7 and AER 05. Terminal ramp taxilane between Twy C and Twy D restricted to B757 and smaller acft. Rwy 05 touchdown rwy visual range avbl. Rwy 13 and Rwy 31 touchdown, midpoint and rollout rwy visual range avbl. Contract fuel not avbl, government contractors may accept government credit card. Informal noise abatement procedures in effect. Expect ATC to assign preferred rwy. Specific operational procedures in effect when using gates C-2 and C-4. Terminal ramp all gates air carrier deicing prior to pushback unless approved by arpt director. Flight Notification Service (ADCUS) avbl, Mon-Fri 1430-2300Z†. For Sat, Sun Holidays and ngt customs svc, make appointments Mon-Fri 1430-2300Z†. At least 3 hr advance notice required. NOTE: See Special Notices—Continuous Power Facilities.

MORNINGSTAR FLD (Y76) 3 N UTC-6(-5DT) N41°39.26' W93°38.46'

DRAKE (See RADCLIFFE)



NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy ldg TDZE 957 Arpt Elev 957
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JAL-117 [USAF]

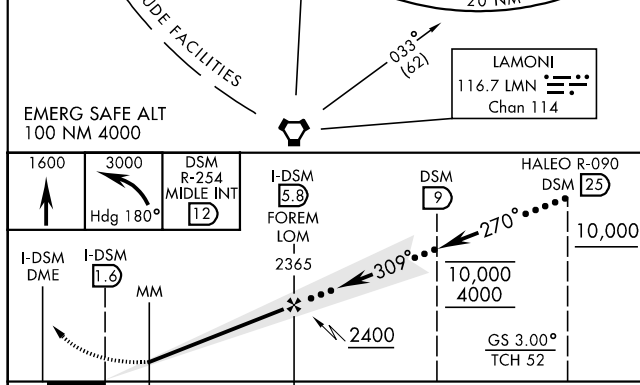
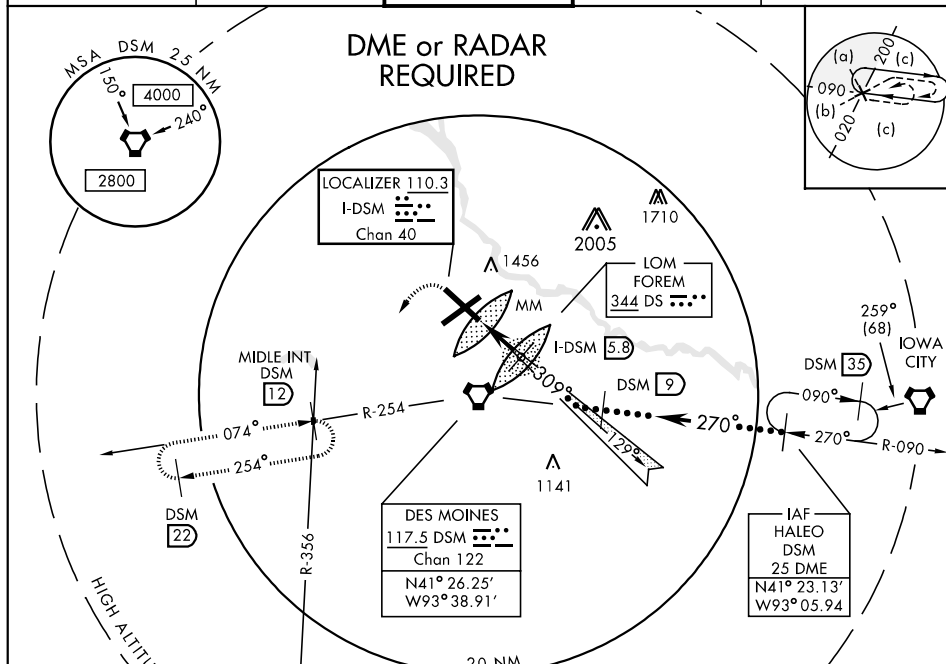
DES MOINES INTL (KDSM)

NOTE: Use I-DSM DME while on the LOC course.
 * When ALS inop, increase S-ILS CAT E RVR to 40 and vis to $\frac{3}{4}$ miles, S-LOC CAT E vis to $1\frac{1}{4}$ miles.

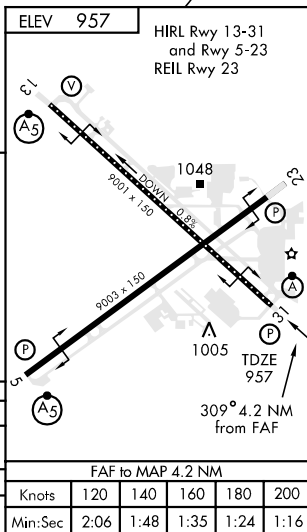


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	C	D	E
S-ILS 31 *	1157/18 200	(200- $\frac{1}{2}$)	1157/24 200
S-LOC 31 *	1320/40	363	(400- $\frac{3}{4}$)
CIRCLING	1420-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1520-2 563 (600-2)	1760-2 $\frac{3}{4}$ 803 (900-2 $\frac{3}{4}$)



DES MOINES, IOWA

41° 32'N-93° 40'W

DES MOINES INTL (KDSM)

Amdt 6A 05244

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-DWW 111.5 Chan 52	APP CRS 051°	Rwy Idg TDZE Apt Elev	9003 931 957
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ILS or LOC RWY 5

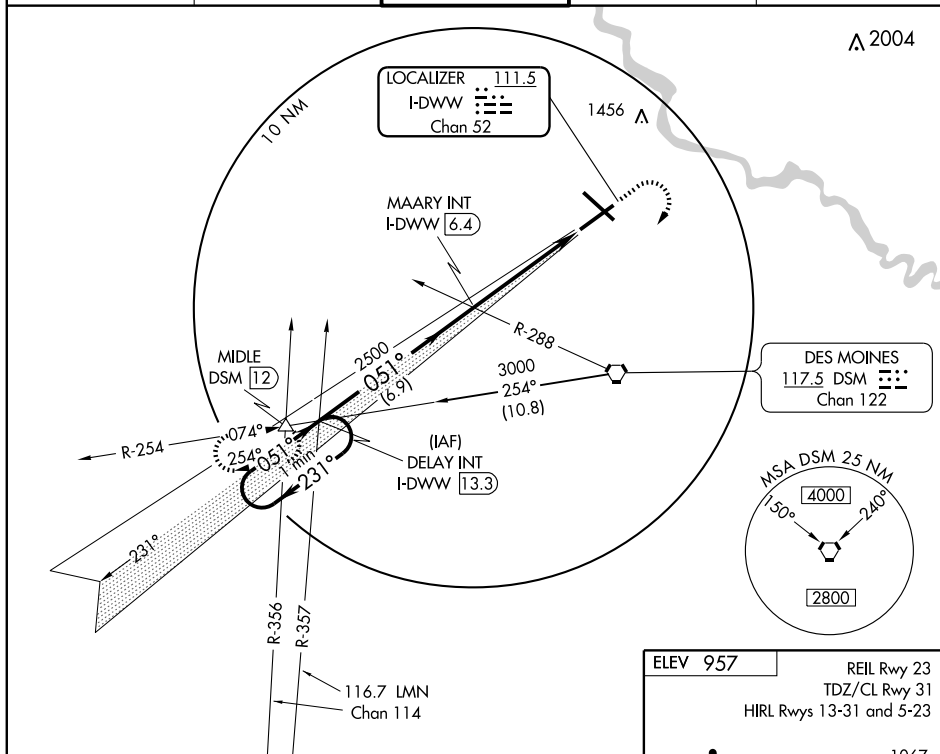
DES MOINES INTL (DSM)

V * VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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One Minute Holding Pattern

1600

3000

DSM

DSM R-254

MIDDLE

↑

↗

117.5

△

DELAY INT

I-DWW

13.3

MAARY INT

I-DWW

6.4

I-DWW

1.7

3000

←231°

051°→

051°

2500

2500

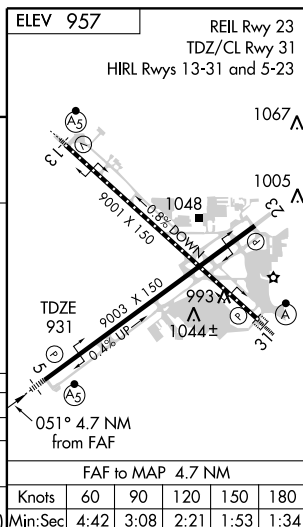
GS 3.00°

TCH 55

6.9 NM

4.7 NM

CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24	429 (500-½)	1360/40 429 (500-¾)	1360/50	429 (500-1)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



ILS or LOC RWY 13

DES MOINES INTL (DSM)

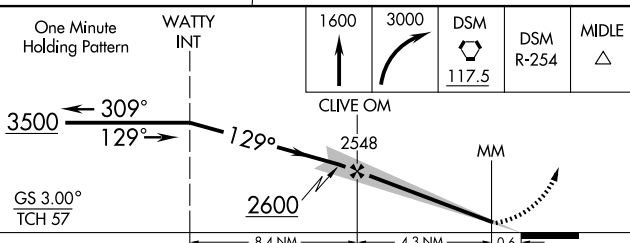
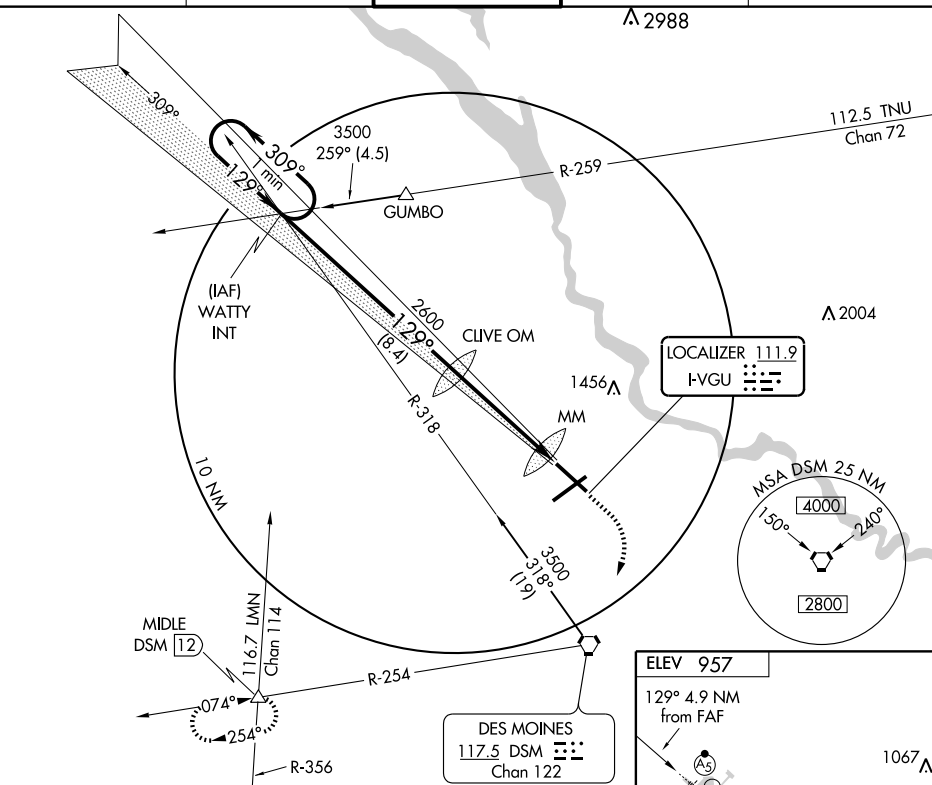
LOC I-VGU 111.9	APP CRS 129°	Rwy Idg TDZE Apt Elev	9001 921 957
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▼ For inoperative MALSR increase Cat. E visibility to RVR 4000.
▲

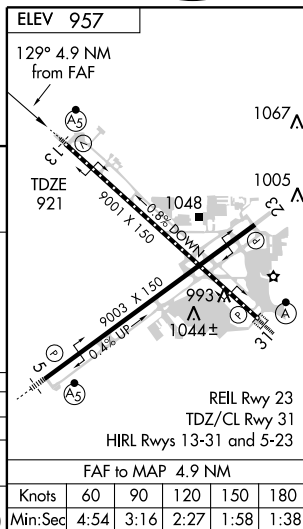


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
------------------------------	--	--	-------------------------------	----------------------------------



CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24	459 (500-½)	1380/40 459 (500-¾)	1380/50	459 (500-1)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



ILS or LOC RWY 31

DES MOINES INTL (DSM)

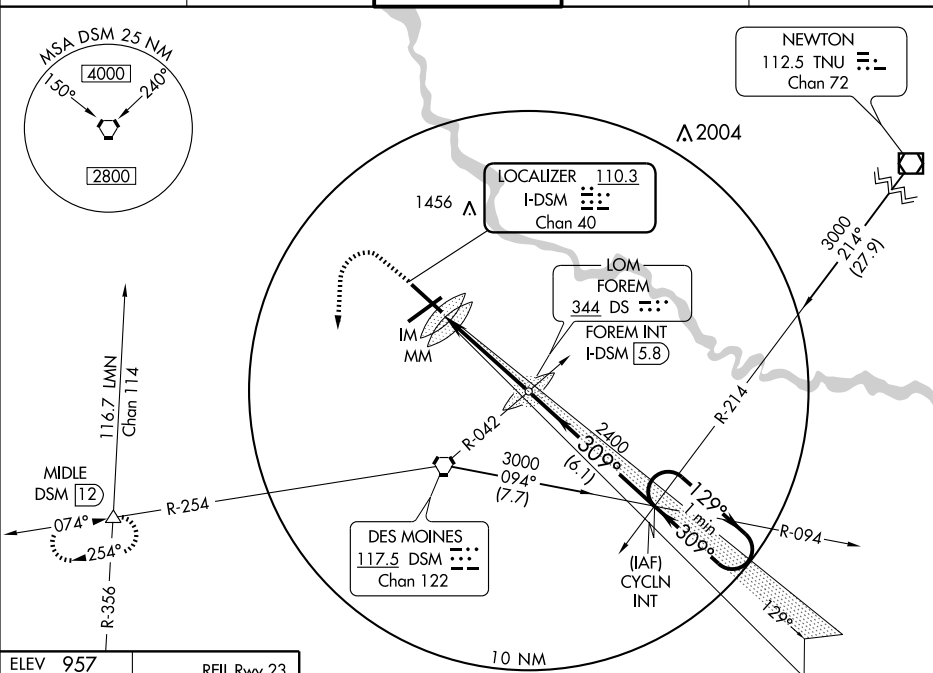
LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 957 957
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For inoperative ALSF increase Cat. E visibility to RVR 4000.

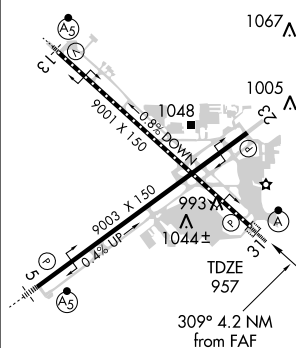
ALSF-2
A

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957 REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

DES MOINES, IOWA

Amdt 22 08157

1600 ↑	3000 ↖ 180°	DSM R-254 117.5	MIDDLE △	FOREM LOM/INT I-DSM 5.8	CYCLN INT	One Minute Holding Pattern
<p>I-DSM 1.6 MM IM 2365 309° 129° 3000 2400 GS 3.00° TCH 52</p> <p>0.2 0.3 3.7 NM 6.1 NM</p>						
CATEGORY	A	B	C	D	E	
S-ILS 31	1157/18 200 (200-½)				1157/24 200 (200-½)	
S-LOC 31	1320/24 363 (400-½)			1320/40 363 (400-¾)		
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)	

41°32'N-93°40'W

DES MOINES INTL (DSM)

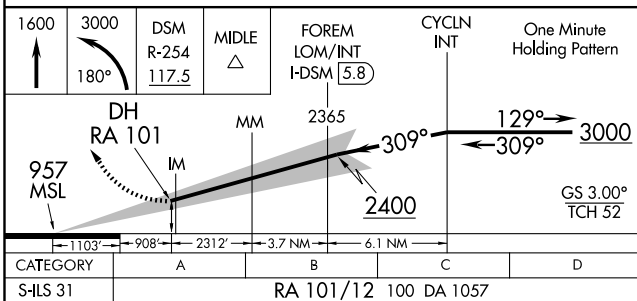
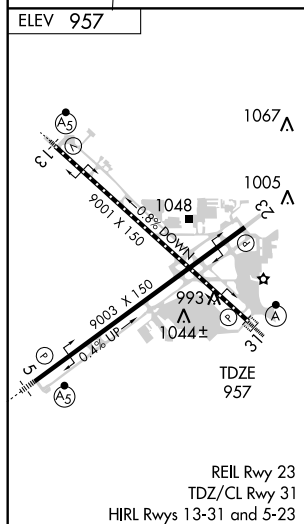
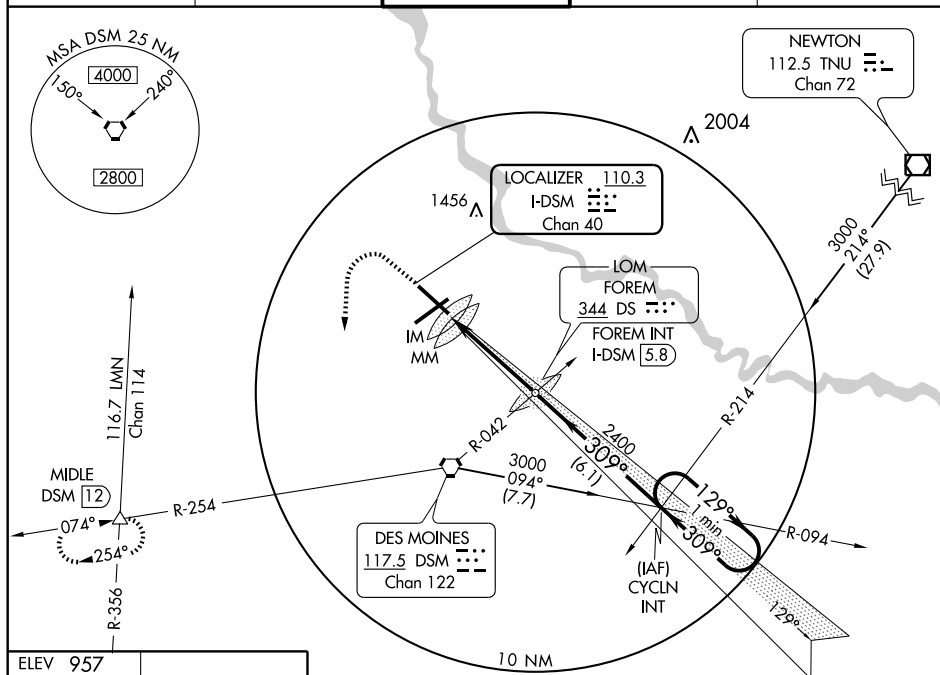
ILS or LOC RWY 31

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 957 957
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ILS RWY 31 (CAT II)

DES MOINES INTL (DSM)

		ALSIF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.	
ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-DSM
110.3
Chan **40**

APP CRS
309°

Rwy Idg **9001**
TDZE **957**
Apt Elev **957**

ILS RWY 31 (CAT III)
DES MOINES INTL (DSM)



ALSIF-2



MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

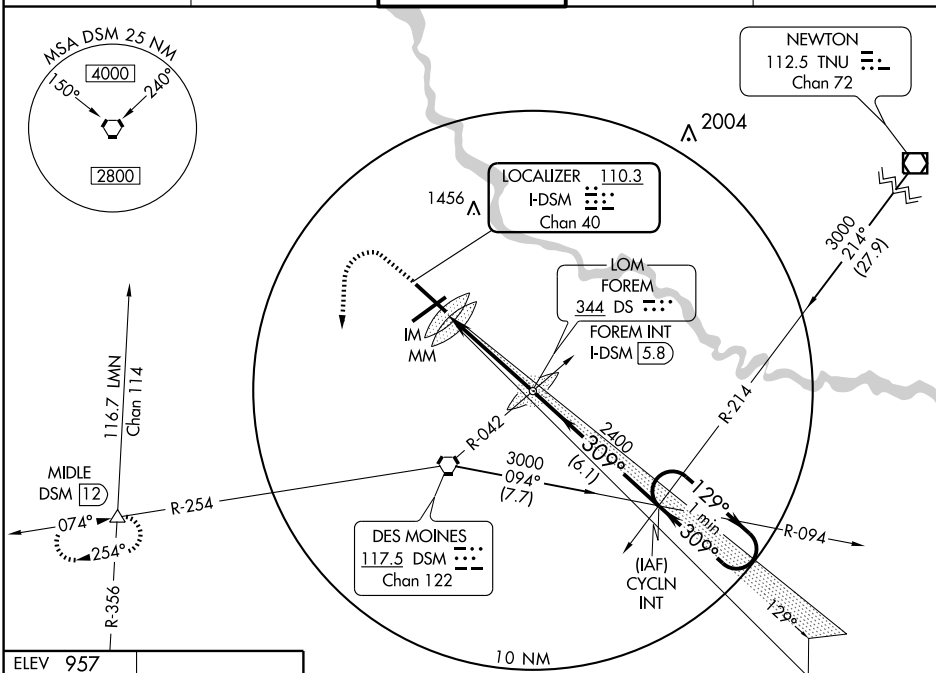
ATIS
119.55 251.05

DES MOINES APP CON
135.2 360.7

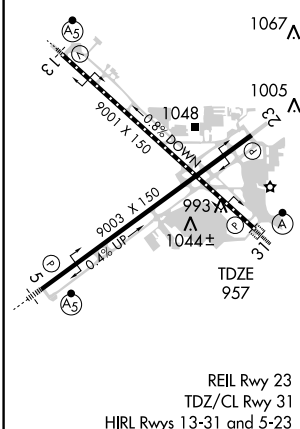
DES MOINES TOWER
118.3 257.8

GND CON
121.9 348.6

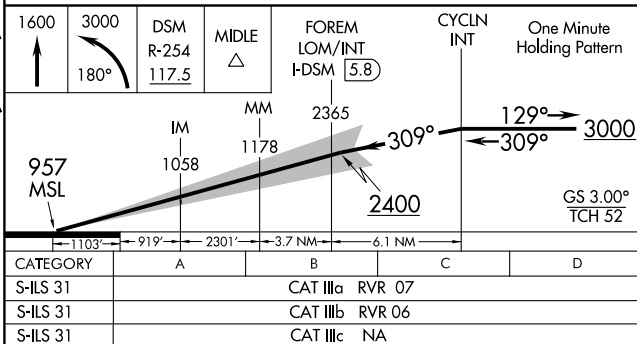
CLNC DEL
134.15 317.55



ELEV 957



DES MOINES, IOWA
Amdt 22 09351



**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

DES MOINES INTL (DSM)
ILS RWY 31 (CAT III)

41°32'N - 93°40'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02 13	13-31 02-20	6,050 feet 3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05 13	13-31 05-23	6,350 feet 5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31 36	18-36 13-31	4,800 feet 4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13 18	18-36 13-31	3,250 feet 4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13 17	17-35 13-31	5,400 feet 5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14 20	02-20 14-32	6,200 feet 4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06 12 18 24 30 36	12-30 06-24 06-24 18-36 18-36 12-30	3,900 feet 6,100 feet 4,850 feet 3,950 feet 4,800 feet 3,650 feet

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg 9003 TDZE 931 Apt Elev 958
--	------------------------	---

RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

▼ DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 48°C (116°F).
 If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
 Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
 For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

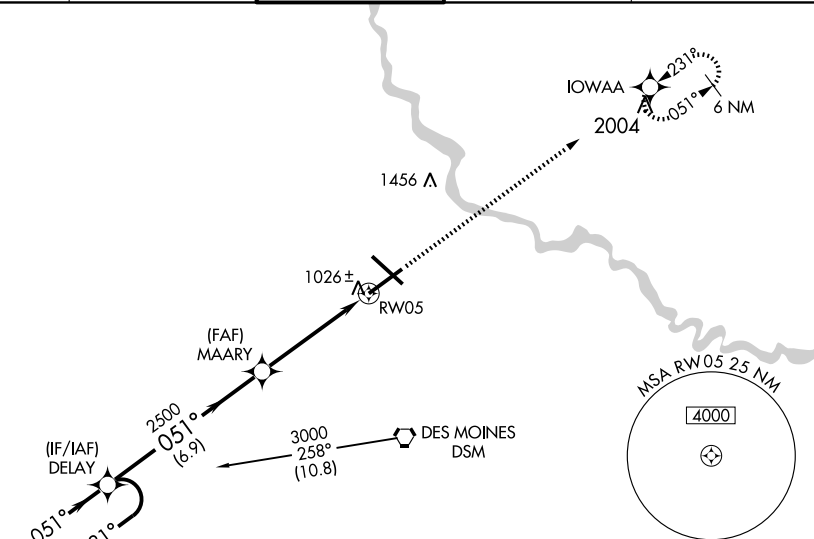
ATIS
119.55 251.05

DES MOINES APP CON
135.2 360.7

DES MOINES TOWER
118.3 257.8

GND CON
121.9 348.6

CLNC DEL
134.15 317.55



ELEV 958

6 NM
Holding Pattern

DELAY

3100

IOWAA

3000 ← 231°
→ 051°

MAARY

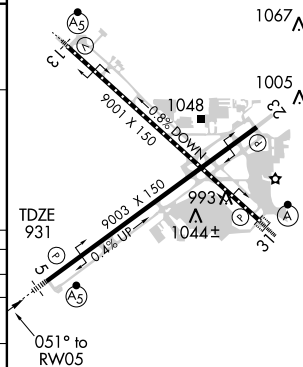
* 1 NM to RW05 * RNAV only

RW05

GS 3.00°
TCH 55

6.9 NM 3.7 NM 1 NM

CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1276/40	345 (400-¾)	
LNAV MDA		1280/24	349 (400-½)	1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)



REIL Rwy 23

TDZ/CL Rwy 31

HIRL Rwy 13-31 and 5-23

DES MOINES, IOWA

Amdt 1 08157

41°32'N-93°40'W

DES MOINES INTL (DSM)
RNAV (GPS) RWY 5

WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg TDZE 921 Apt Elev 958	9001
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RNAV (GPS) RWY 13

DES MOINES INTL (DSM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
▲ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting. When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
 For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000.
 For inoperative MALS, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

MALS



MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

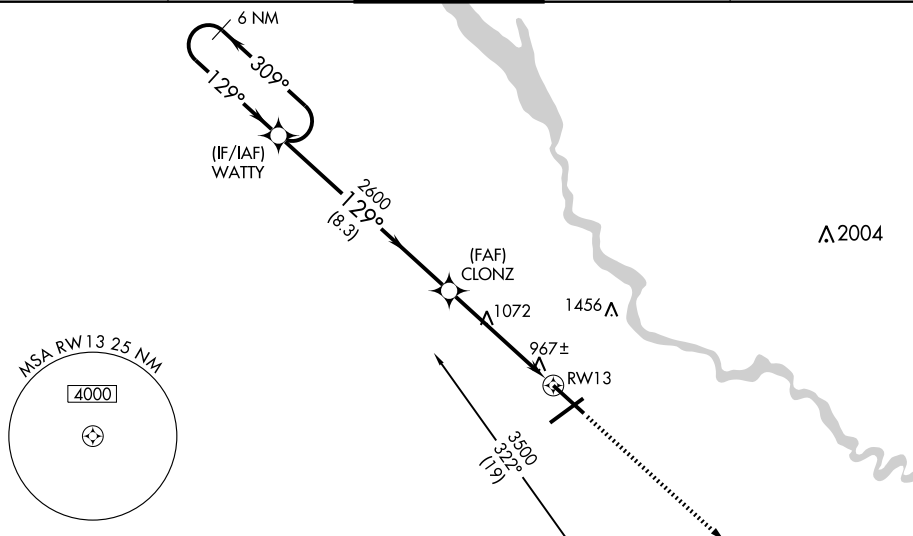
ATIS
119.55 251.05

DES MOINES APP CON
135.2 360.7

DES MOINES TOWER
118.3 257.8

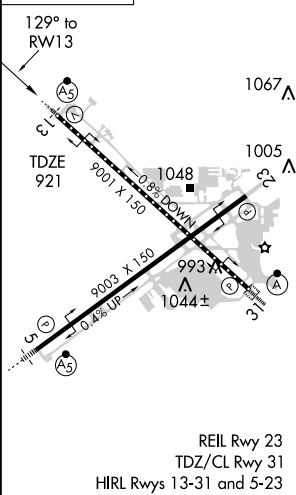
GND CON
121.9 348.6

CLNC DEL
134.15 317.55



ELEV 958

Procedure NA for arrivals
on DSM VORTAC
airway radials 288 CW 001.

DES MOINES
DSM

REIL Rwy 23

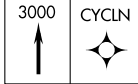
TDZ/CL Rwy 31

HIRL Rwy 13-31 and 5-23

6 NM
Holding Pattern

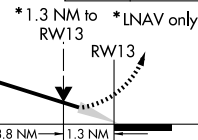
WATTY

CLONZ



3500 ← 309°
129° →

129°
2600



CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-1/2)			
LNAV/VNAV DA	1242/24 321 (300-1/2)			1242/40 321 (300-3/4)
LNAV MDA	1380/24	459 (500-1/2)	1380/40 459 (500-3/4)	1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1 1/2 462 (500-1 1/2)	1520-2 562 (600-2)

APP CRS
231°Rwy Idg **9003**
TDZE **939**
Apt Elev **957****RNAV (GPS) RWY 23**
DES MOINES INTL (DSM)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



When VGSI inoperative procedure NA at night.

MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.

ATIS

119.55 251.05

DES MOINES APP CON

135.2 360.7

DES MOINES TOWER

118.3 257.8

GND CON

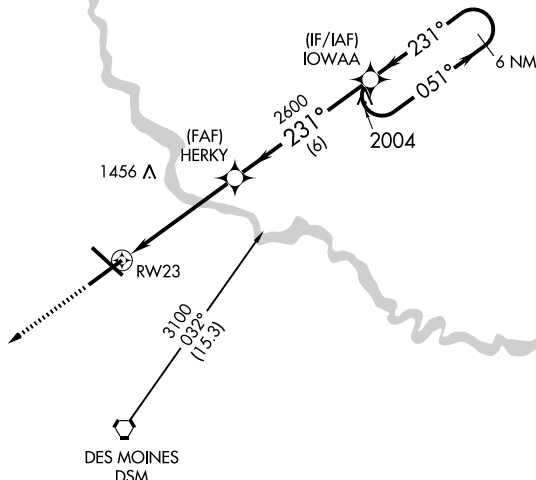
121.9 348.6

CLNC DEL

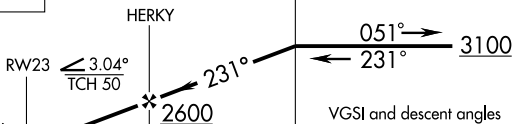
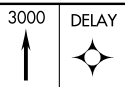
134.15 317.55

MSA RW23 25 NM

4000

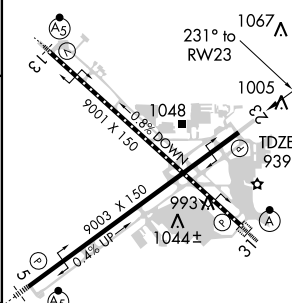


DELAY



CATEGORY	A	B	C	D
LNAV MDA	1540-1 601 (600-1)	1540-1 601 (600-1)	1540-1 601 (600-1)	1540-2 601 (600-2)
CIRCLING	1540-1 583 (600-1)	1540-1 583 (600-1)	1540-2 583 (600-2)	1540-2 583 (600-2)

ELEV 957

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23DES MOINES, IOWA
Orig-A 08157

41°32'N-93°40'W

RNAV (GPS) RWY 23

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg TDZE 958 Apt Elev 958	9001 958
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RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

ALSF-2

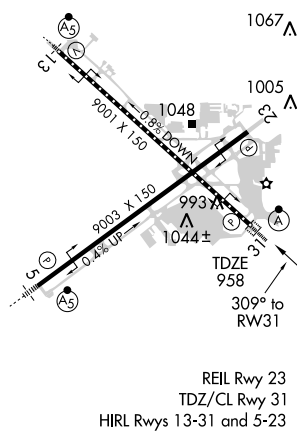


MISSED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958



DES MOINES, IOWA

Amdt 1A 09071

41°32'N-93°40'W

DES MOINES INTL (DSM)

RNAV (GPS) RWY 31

NC-3, 23 SEP 2010 to 21 OCT 2010

Procedure NA for arrivals on DSM VORTAC airway radials 042 CW 141.

3500

↑

WATTY

✦

VGSI and RNAV glidepath not coincident.

CYCLIN

6 NM Holding Pattern

*LNAV only

*0.9 NM to RW31

IOWAU

129° →

← 309°

3000

RW31

309°

2400

0.9 NM

3.4 NM

6 NM

GS 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA	1208/24 250 (300-½)			
LNAV/VNAV DA	1299/40 341 (400-¾)			
LNAV MDA	1300/24 342 (400-½)			1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

VOR/DME TNU 112.5 Chan 72	APP CRS 236°	Rwy Idg 9003 TDZE 939 Apt Elev 957
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VOR/DME RWY 23
DES MOINES INTL (DSM)

DES MOINES INTL (DSM)

T When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS
119.55 251.05

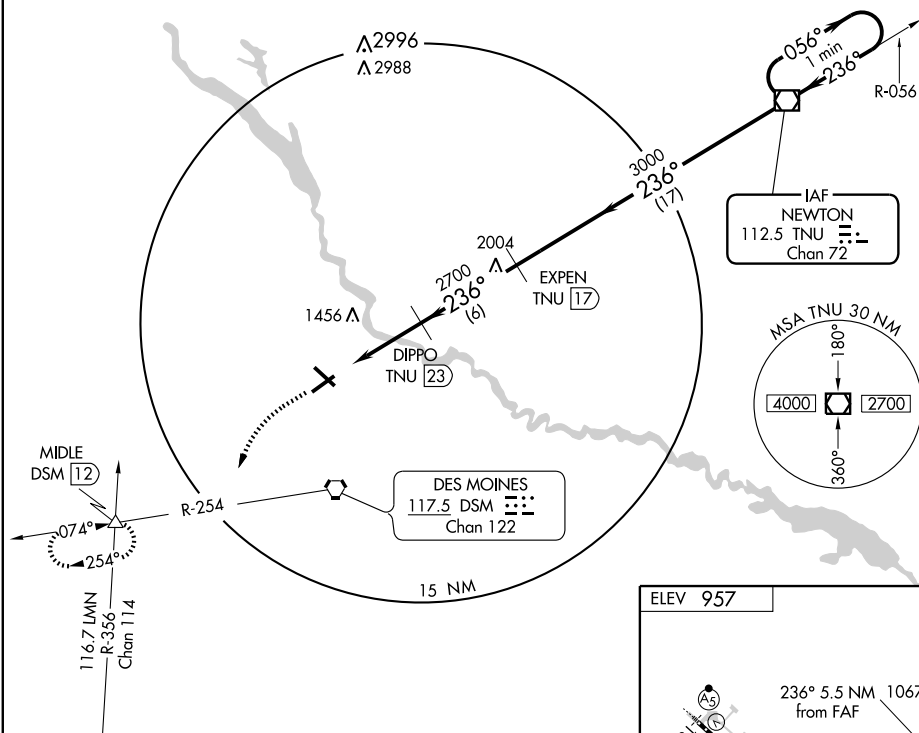
DES MOINES APP CON
135.2 360.7

ES MOINES TOWER
118.3 257.8

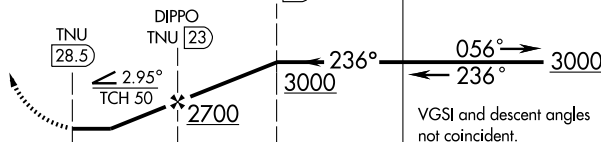
GND CON
121.9 348.6

CLNC DEL
134.15 317.55

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.

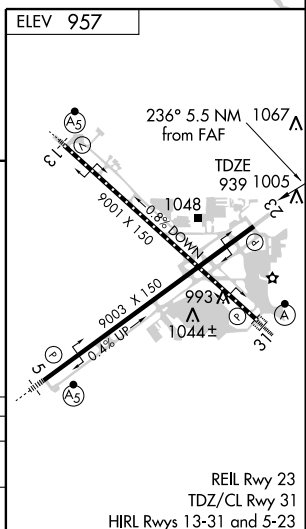


2000 ↑	3000 ↖ 200°	DSM R-254 <u>117.5</u>	MIDDLE △	EXPEN TNU 17	VOR/DME	One Minute Holding Pattern
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VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)



DES MOINES, IOWA

Orig-A 09071

41°32'N-93°40'W

DES MOINES INTL (DSM)

REIL Rwy 23
TDZ/CL Rwy 31

TDZ/CL Rwy 31

HIRL Rwy's 13-31 and 5-23

VOR/DME RWY 23

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

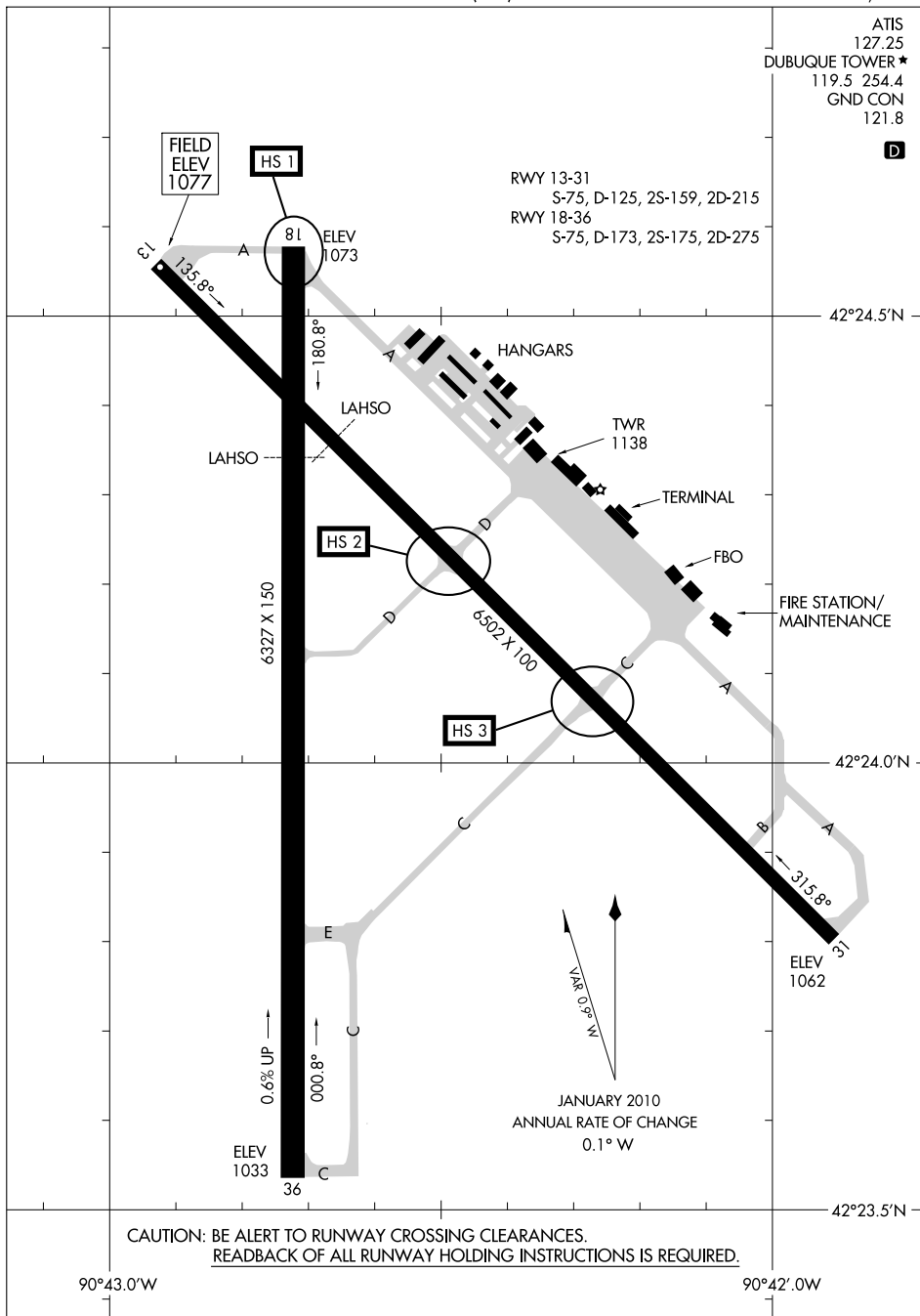
AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)

DUBUQUE, IOWA

NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

DUBUQUE, IOWA
DUBUQUE RGNL (DBQ)

DUBUQUE RGNL (DBQ) 7 SW UTC-6(-5DT) N42°24.12' W90°42.57'

1077 B S4 FUEL 100LL, JET A1+ OX 3 ARFF Index—See Remarks NOTAM FILE DBQ

RWY 13-31: H6502X100 (CONC-GRVD) S-75, D-125, 2S-159, 2D-215 HIRL

RWY 13: MALS. VASI(V4R)—GA 3.0° TCH 35'. Tower.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 57'. Pole.

RWY 18-36: H6327X150 (CONC) S-75, D-173, 2S-175, 2D-275

HIRL 0.6% up N

RWY 18: PAPI(P4L)—GA 3.0° TCH 34'.

RWY 36: MALS. PAPI(P4L)—GA 3.30° TCH 51'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	18-36	4800
RWY 36	13-31	4900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-6502 TODA-6502 ASDA-6502 LDA-6502

RWY 31: TORA-6502 TODA-6502 ASDA-6302 LDA-6302

AIRPORT REMARKS: Attended continuously. Fuel svc avbl 24 hrs. For fuel 0400-1100Z† call 563-589-4136. 100LL self service fuel station avbl at T-hangars. Waterfowl on and invof arpt. Class I, ARFF Index A. PPR for unscheduled air carrier ops call arpt manager 563-589-4136. ARFF Index B level equipment is provided. Rwy 36 touchdown rwy visual range avbl. Acft departing Rwy 36, the apch ends of Rwy 31 and Rwy 18 are not visible for approximately the first 3000' of tkr roll. When twr clsd ACTIVATE HIRL Rwy 13-31 and Rwy 18-36, MALS Rwy 13, MALS Rwy 31 and Rwy 36. VASI Rwy 13 and PAPI Rwy 18, Rwy 31 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS (563) 557-2579. LAWRS.

COMMUNICATIONS: CTAF 119.5 ATIS 127.25 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 133.95

TOWER 119.5 (1200-0200Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1200-0200Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.

(H) VORTACW 115.8 DBQ Chan 105 N42°24.09' W90°42.54' at fld. 1051/4E.

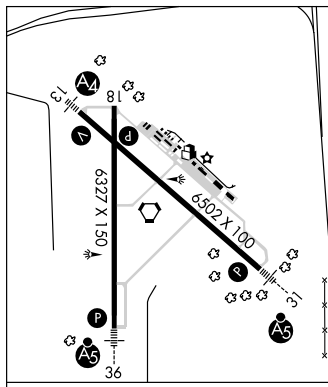
DME unusable 180°-220°

ZILOM NDB (LOM) 341 DB N42°19.38' W90°35.94' 309° 6.9 NM to fld.

ILS 108.7 I-DBQ Rwy 31 LOM ZILOM NDB. LOC only. Unmonitored.

ILS/DME 110.9 I-FUQ Chan 46 Rwy 36. Class IE.

COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.



CHICAGO

H-5D, L-28G

IAP, AD

DYERSVILLE AREA (IA8) 2 NW UTC-6(-5DT) N42°29.77' W91°10.79'

CHICAGO

980 NOTAM FILE FOD Not insp.

RWY 11-29: 2700X120 (TURF) LIRL (NSTD)

RWY 11: Thld dspcd 200'. Ground.

RWY 29: Thld dspcd 175'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Remote controlled aircraft invof arpt. Rwy 11-29 NSTD markings, rwy edges marked with yellow cones, dspcd thlds marked with 3 yellow cones each side. Rwy 11-29 NSTD LIRL, cones with lights.

ACTIVATE LIRL Rwy 11-29—CTAF.

COMMUNICATIONS: CTAF 122.9

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 36

DUBUQUE RGNL (DBQ)

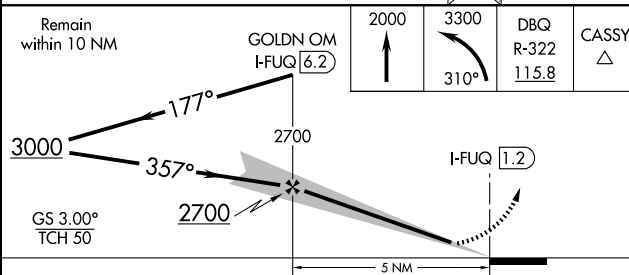
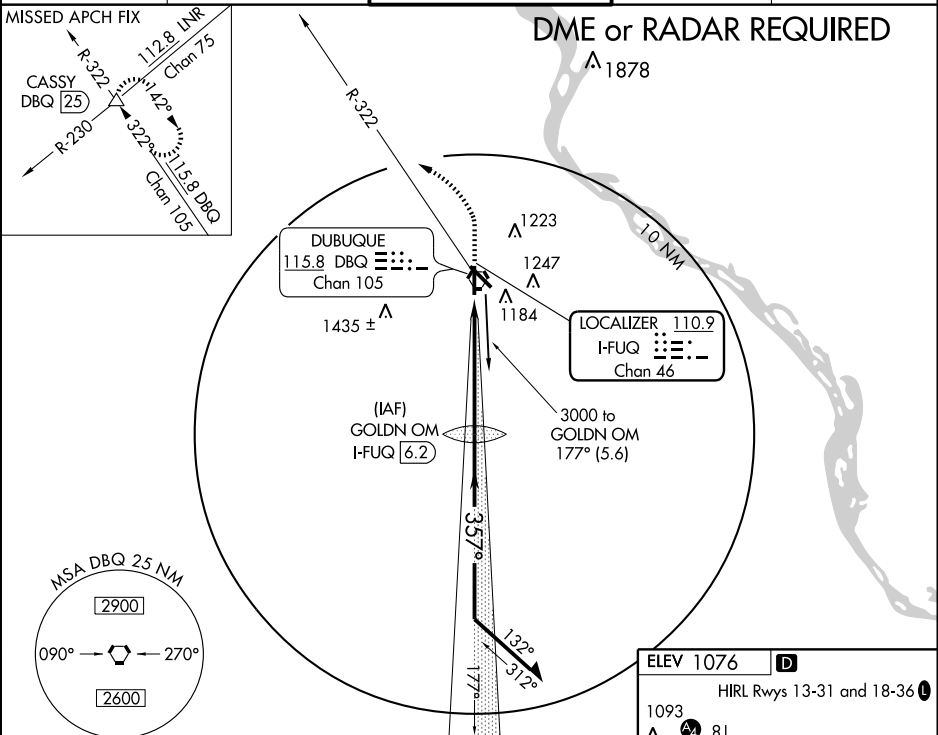
LOC/DME I-FUQ 110.9 Chan 46	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1047 1076
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* RVR 1800 authorized with the use of FP or AP or HUD to DA.

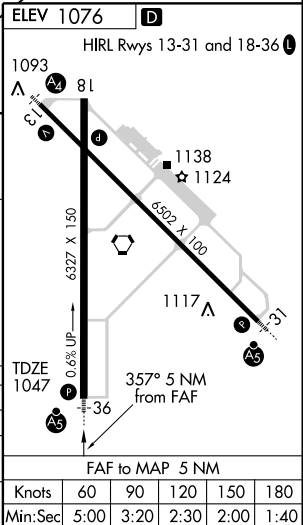


MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 36		*1247/24	200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

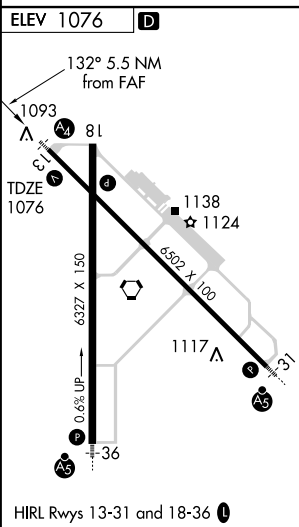
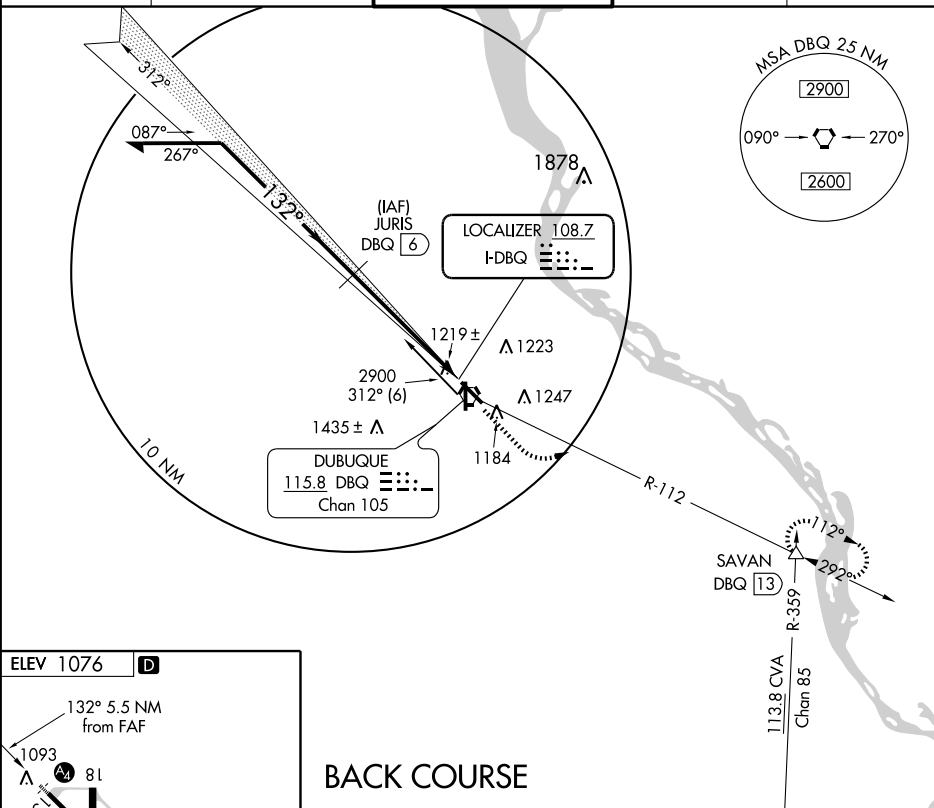
LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

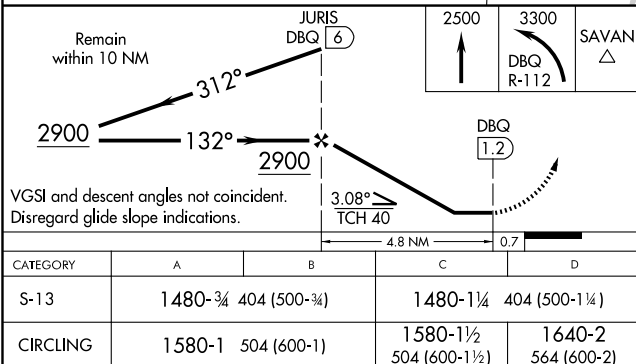
LOC I-DBQ 108.7	APP CRS 132°	Rwy Idg TDZE 1076 Apt Elev 1076
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NA DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.	MALS 	MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER* 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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BACK COURSE



WAAS Chan 69400 W31A	APP CRS 312°	Rwy Idg TDZE 1062 Apt Elev 1077	6302
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RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

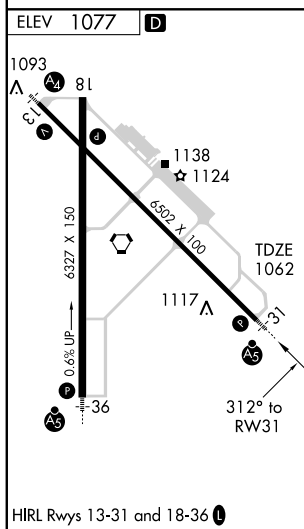
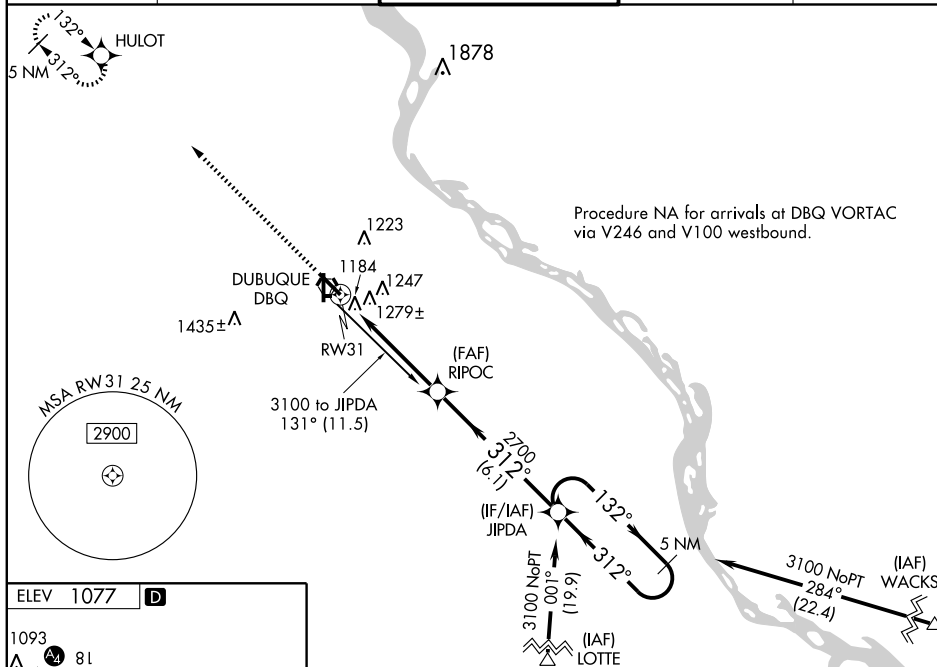
▼ For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.
▲ Baro-VNAV NA when using Monticello altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
 DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
 If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALSR



MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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2800	HULOT	*LNAV only	JIPDA	5 NM Holding Pattern
1.3 NM	1.3 NM	3.6 NM	6.1 NM	
1.3 NM	3.6 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)

DUBUQUE, IOWA

Orig 08325

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
RNAV (GPS) RWY 31

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1048 1077
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RNAV (GPS) RWY 36

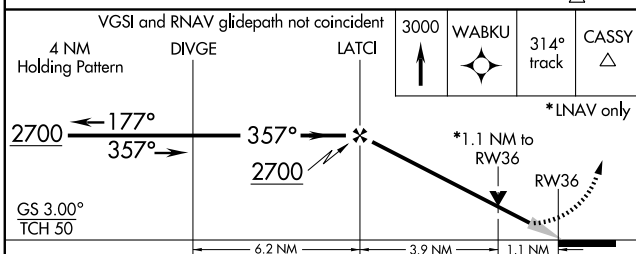
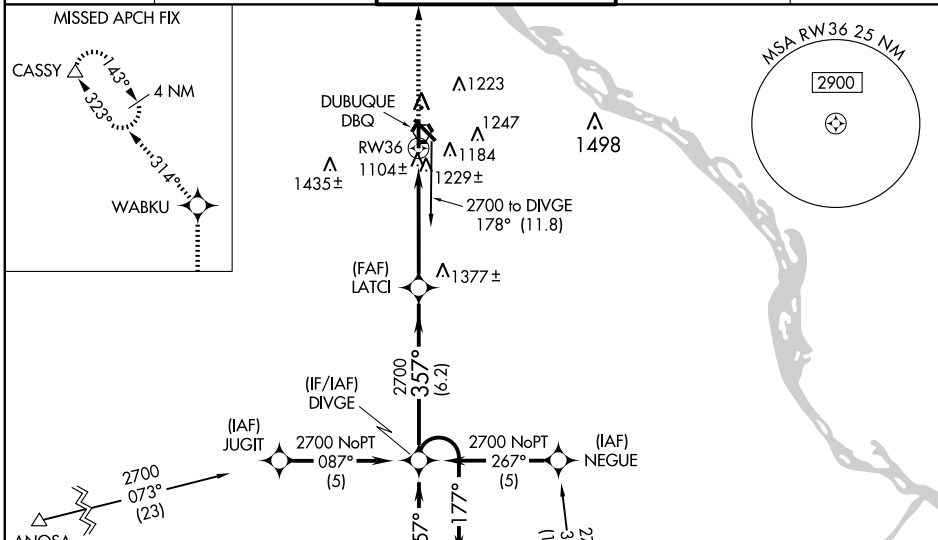
DUBUQUE RGNL (DBQ)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

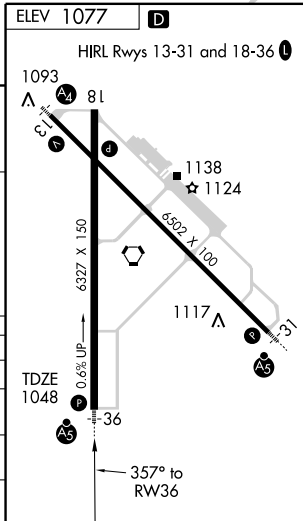


MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1248/24	200 (200-½)	
LNAV/VNAV DA		1525/60	477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)



VORTAC DBQ
115.8
Chan **105**

APP CRS
138°

Rwy Idg
TDZE **1077**
Apt Elev **1077**

VOR RWY 13
DUBUQUE RGNL (DBQ)

⚠ Inoperative table does not apply to Cat C.
⚠ If local altimeter setting not received, use Monticello
altimeter setting and increase all MDAs 100 feet.
VDP N/A when using Monticello altimeter setting.

MALS



MISSED APPROACH: Climb to 2500 then
climbing left turn to 3300 via DBQ VORTAC
R-112 to SAVAN Int/13 DME and hold.

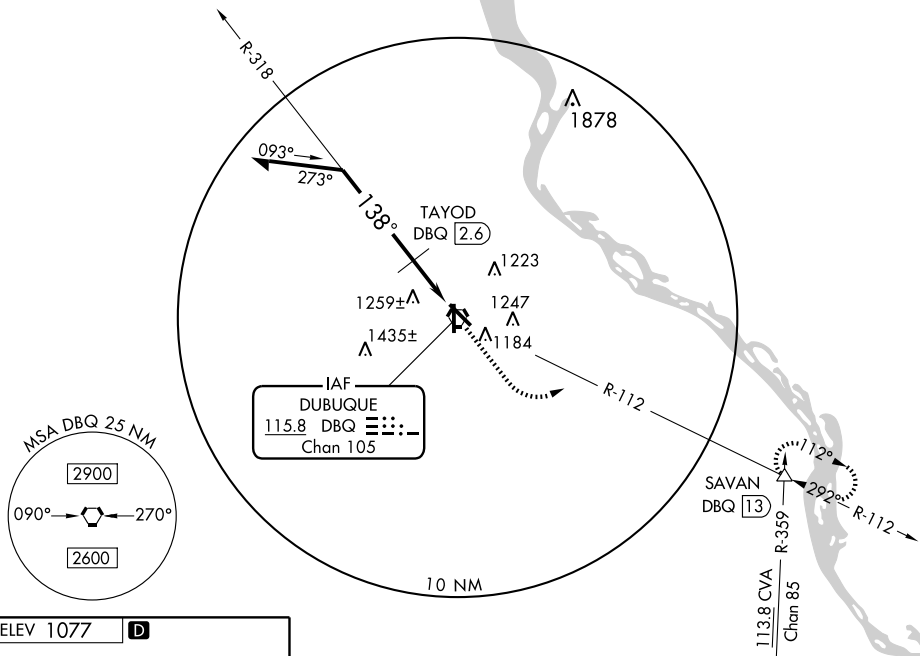
ATIS
127.25

CHICAGO CENTER
133.95 281.4

DUBUQUE TOWER ★
119.5 (CTAF) 254.4

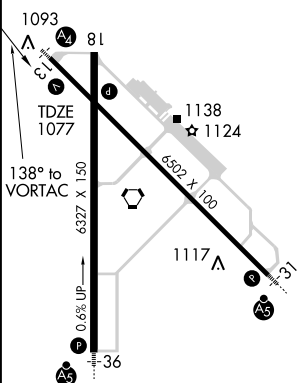
GND CON
121.8

UNICOM
122.95



ELEV 1077

D

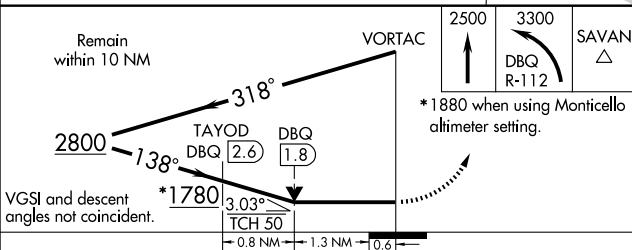


HIRL Rwy 13-31 and 18-36

DUBUQUE, IOWA

Amdt 10 08325

Remain
within 10 NM



CATEGORY	A	B	C	D
S-13	1780- $\frac{3}{4}$	703 (800- $\frac{3}{4}$)	1780-2 703 (800-2)	1780-2 $\frac{1}{4}$ 703 (800-2 $\frac{1}{4}$)
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1780-2 $\frac{1}{4}$ 703 (800-2 $\frac{1}{4}$)
TAYOD FIX MINIMUMS				
S-13	1520- $\frac{3}{4}$	443 (500- $\frac{3}{4}$)	1520-1 $\frac{1}{4}$ 443 (500-1 $\frac{1}{4}$)	1520-1 $\frac{1}{2}$ 443 (500-1 $\frac{1}{2}$)
CIRCLING	1580-1	503 (600-1)	1580-1 $\frac{1}{2}$ 503 (600-1 $\frac{1}{2}$)	1640-2 563 (600-2)

DUBUQUE RGNL (DBQ)

VOR RWY 13

42°24'N-90°43'W

VORTAC DBQ 115.8 Chan 105	APP CRS 003°	Rwy Idg TDZE Apt Elev 6327 1048 1077
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VOR RWY 36

DUBUQUE RGNL (DBQ)

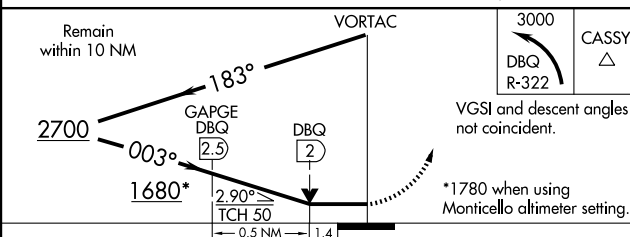
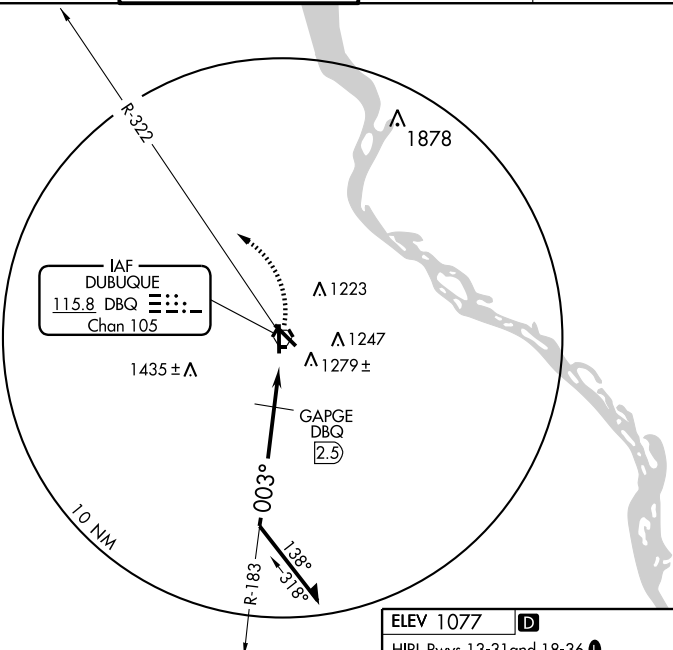
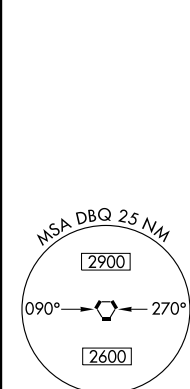
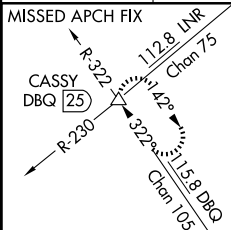
⚠ When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D ¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

MALSR



MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

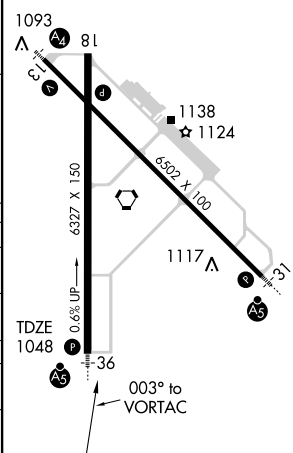
ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24	492 (500-½)	1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

ELEV 1077 D

HIRL Rwy 13-31 and 18-36 I



EAGLE GROVE MUNI (EAG) 3 N UTC-6(-5DT) N42°42.60' W93°54.97'

1133 B FUEL 100LL NOTAM FILE FOD

RWY 13-31: H3500X60 (CONC) MIRL

RWY 13: REIL. Thld displcd 129'. Road.

RWY 31: REIL. P-line.

RWY 01-19: 2380X120 (TURF)

RWY 01: Fence. RWY 19: Brush.

AIRPORT REMARKS: Unattended. Rwy 01-19 CLOSED Nov-Apr. Rwy

01-19 marked with yellow cones. Rwy 13 REIL OTS indef.

ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

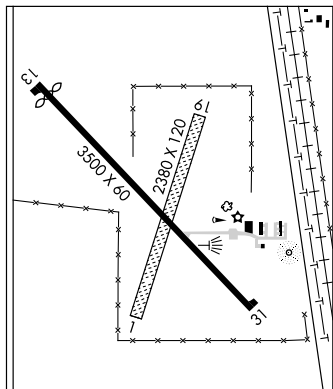
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 063° 17.8 NM to fld. 1150/7E. **HIWAS.**

NDB (MHW) 302 EAG N42°42.52' W93°54.64' at fld.

Unmonitored.



OMAHA
L-12J
IAP

ELDORA MUNI (6CØ) 2 SW UTC-6(-5DT) N42°19.82' W93°06.86'

979 NOTAM FILE FOD

RWY 18-36: 2750X100 (TURF)

RWY 18: Tree. RWY 36: Pole.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Apr. Ultralight activity prohibited. Rwy 18 and Rwy 36 edges marked by yellow cones.

COMMUNICATIONS: CTAF 122.9

OMAHA

ELKADER (I27) 1 SE UTC-6(-5DT) N42°50.84' W91°22.93'

932 S4 NOTAM FILE FOD.

RWY 17-35: 1705X75 (TURF)

RWY 17: Tree. RWY 35: Trees.

AIRPORT REMARKS: Attended irregularly. During winter months call ahead for conditions 563-245-2899. Rwy 17-35 marked with yellow cones.

COMMUNICATIONS: CTAF/UNICOM 122.9

CHICAGO

ELLEN CHURCH FLD (See CRESCO)

ELMWOOD N42°06.68' W92°54.53' NOTAM FILE MIW.

(L) VORW/DME 109.4 JWJ Chan 31 at Marshalltown Muni. 981/3E.

CHICAGO
L-12J

NDB EAG 302	APP CRS 120°	Rwy Idg TDZE Apt Elev	3371 1133 1133
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NDB RWY 13

EAGLE GROVE MUNI (EAG)



NA

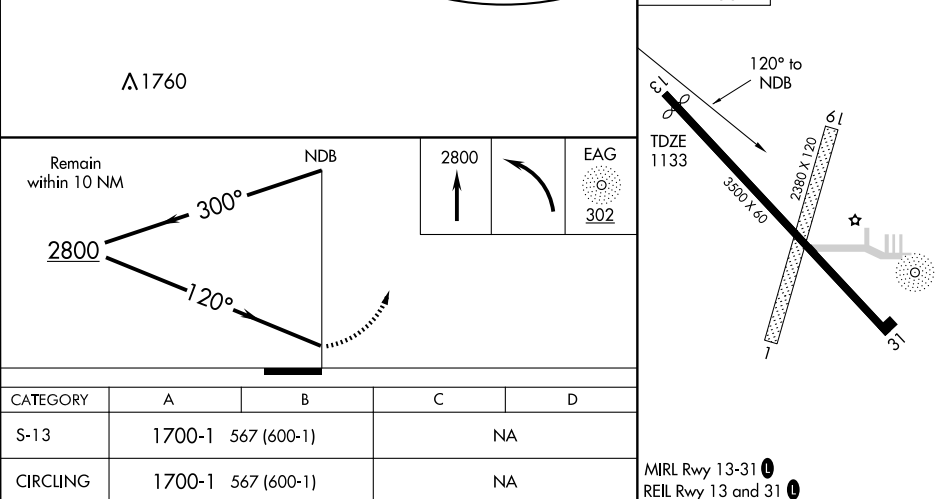
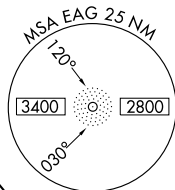
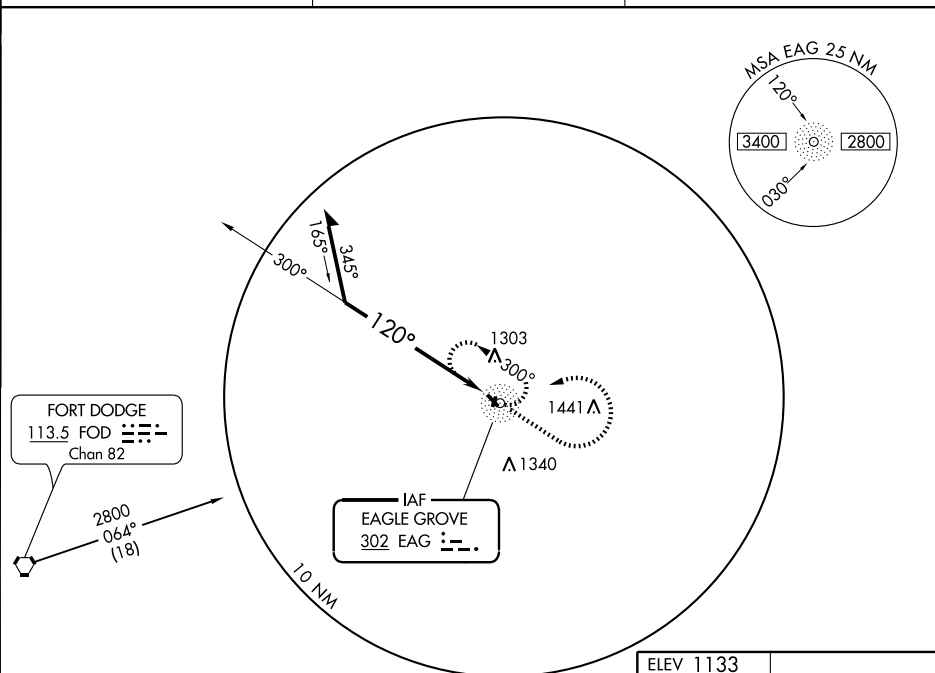
Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

CLARION AWOS-3
126.575

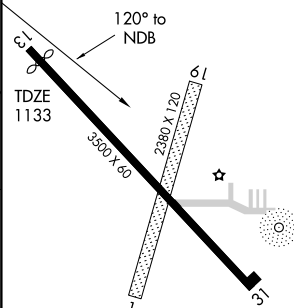
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)	NA	
CIRCLING	1700-1	567 (600-1)	NA	

ELEV 1133



MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31 **0**

APP CRS **133°**
 Rwy Idg **3371**
 TDZE **1133**
 Apt Elev **1133**

RNAV (GPS) RWY 13

EAGLE GROVE MUNI (EAG)

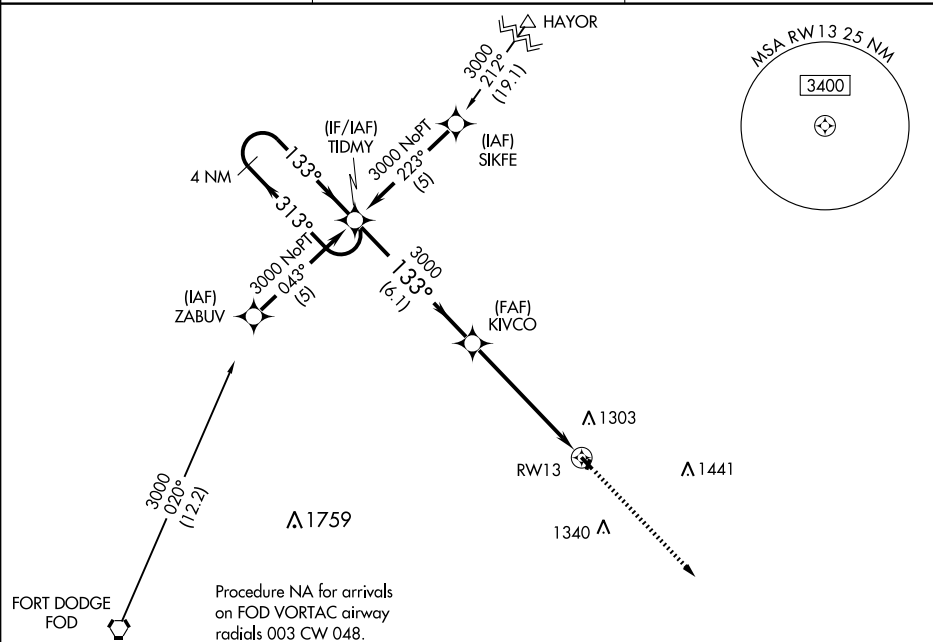
▽ DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.
 Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000
 direct SAYQU and hold.

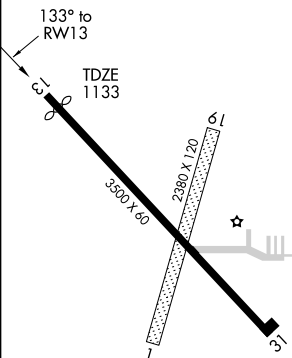
CLARION AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



ELEV 1133



MIRL Rwy 13-31 **0**
 REIL Rwy 13 and 31 **0**

EAGLE GROVE, IOWA
 Orig 11FEB10

4 NM Holding Pattern				
<div> <div>3000 ← 313°</div> <div>133° →</div> <div>3000</div> </div>				
<div> <div>4 NM Holding Pattern</div> <div>TIDMY</div> <div>KIVCO</div> <div>3000</div> <div>3.05° TCH 40</div> <div>6.1 NM</div> <div>5.7 NM</div> <div>RWY 13</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1660-1	527 (600-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

42°43'N-93°55'W

EAGLE GROVE MUNI (EAG)
RNAV (GPS) RWY 13

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

APP CRS 313°	Rwy Idg TDZE Apt Elev	3500 1133 1133
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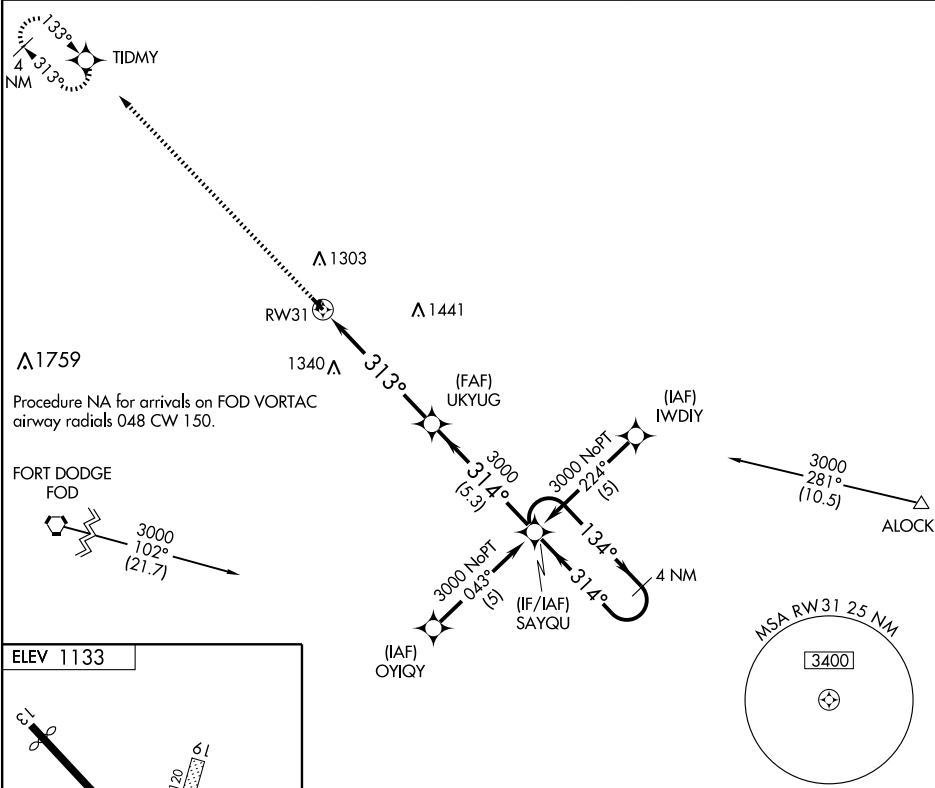
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

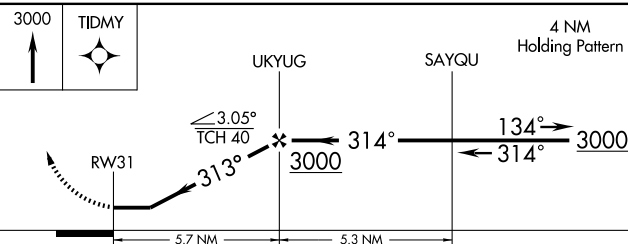
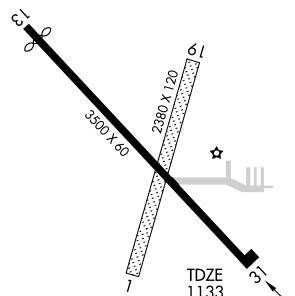
CLARION AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **0**



ELEV 1133




CATEGORY	A	B	C	D
LNAV MDA	1640-1	507 (600-1)	NA	NA
CIRCLING	1660-1	527 (600-1)	NA	NA

MIRL Rwy 13-31 **0**
 REIL Rwy 13 and 31 **0**

VORTAC FOD <u>113.5</u> Chan 82	APP CRS 063°	Rwy Idg N/A TDZE N/A Apt Elev 1133
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VOR/DME-A
EAGLE GROVE MUNI (EAG)

 NA	Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting.
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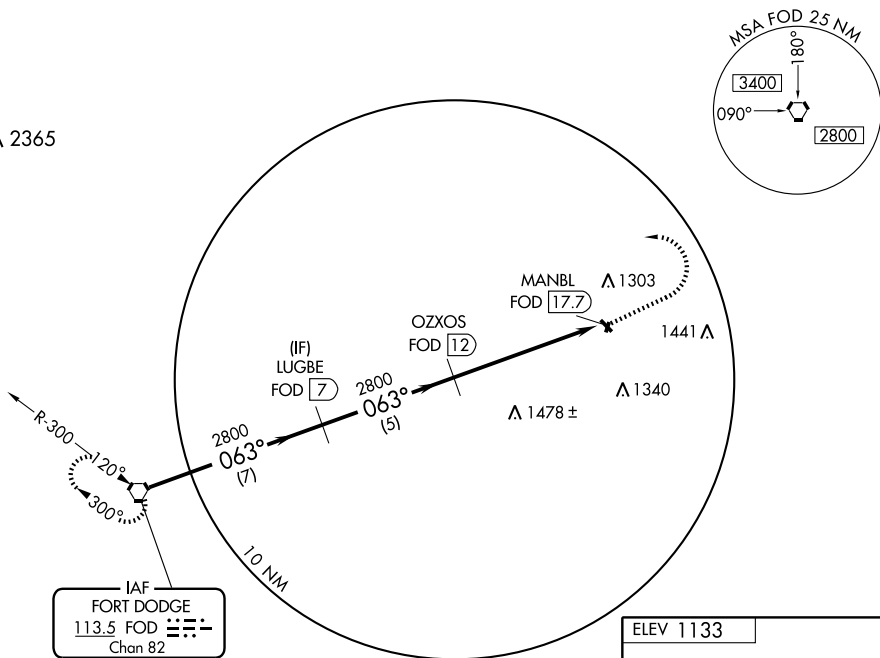
MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

CLARION AWOS-3
126.575

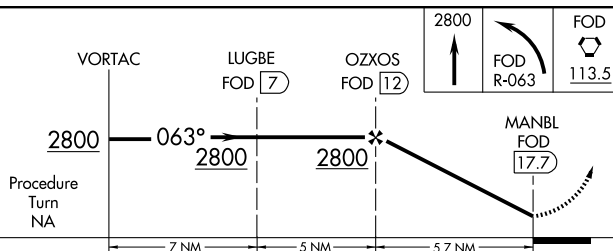
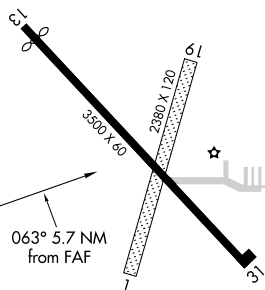
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**

Λ 2365



ELEV 1133



CATEGORY

1660-1 527 (600-1)

NA

MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**

EAGLE GROVE, IOWA

Amdt 2 11FEB10

42°43'N - 93°55'W

EAGLE GROVE MUNI (EAG)
VOR/DME-A

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

EMMETSBURG MUNI (EGQ) 1 SW UTC-6(-5DT) N43°06.12' W94°42.28'

1205 B S2 FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 13-31: H3401X60 (CONC) S-29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21'. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21'. Tree.

RWY 04-22: 2545X120 (TURF)

RWY 04: Road. RWY 22: Road.

RWY 17-35: 2177X150 (TURF)

RWY 17: Trees. RWY 35: Road.

AIRPORT REMARKS: Attended irregularly. MOGAS fuel unavailable indef.

Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef.

ACTIVATE MIRL Rwy 13-31 and SAVASI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

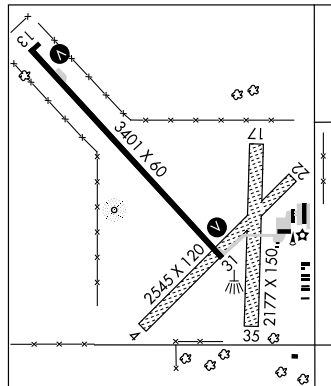
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VOR/DME 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07' W94°42.43' at fld.

NOTAM FILE FOD.

OMAHA
L-121
IAP**ESTHERVILLE MUNI** (EST) 4 E UTC-6(-5DT) N43°24.45' W94°44.79'

1319 B S4 FUEL 100LL NOTAM FILE EST

RWY 16-34: H4797X75 (CONC) S-11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

RWY 34: REIL.

PAPI(P4L)—GA 3.0° TCH 42'. Highway.

RWY 06-24: 2985X90 (TURF)

RWY 24: Road.

AIRPORT REMARKS: Attended dawn-dusk. For svc after hrs call

712-362-2761. Rwy 34 is calm wind rwy. Rwy 06-24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (712) 362-7250.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76'

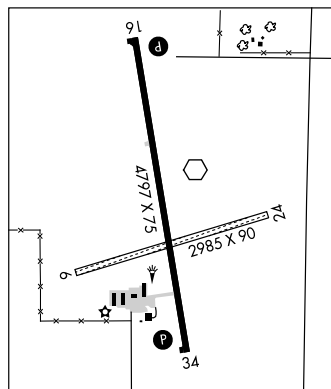
W94°25.35' 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56' W94°44.67' at fld.

NOTAM FILE EST. Unmonitored 2300-1400Z†.

PUFF NDB (MHW) 345 PUF N43°21.09'W 94°44.27' 350° 3.4

NM to fld. NOTAM FILE EST. Unusable 330°-120° bvd 15NM.

OMAHA
L-121
IAP

NDB EGQ

410

APP CRS

139°

Rwy Idg

TDZE

Apt Elev

3401**1205****1205****NDB RWY 13**

EMMETSBURG MUNI (EGQ)



NA

Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct EGQ NDB and hold.

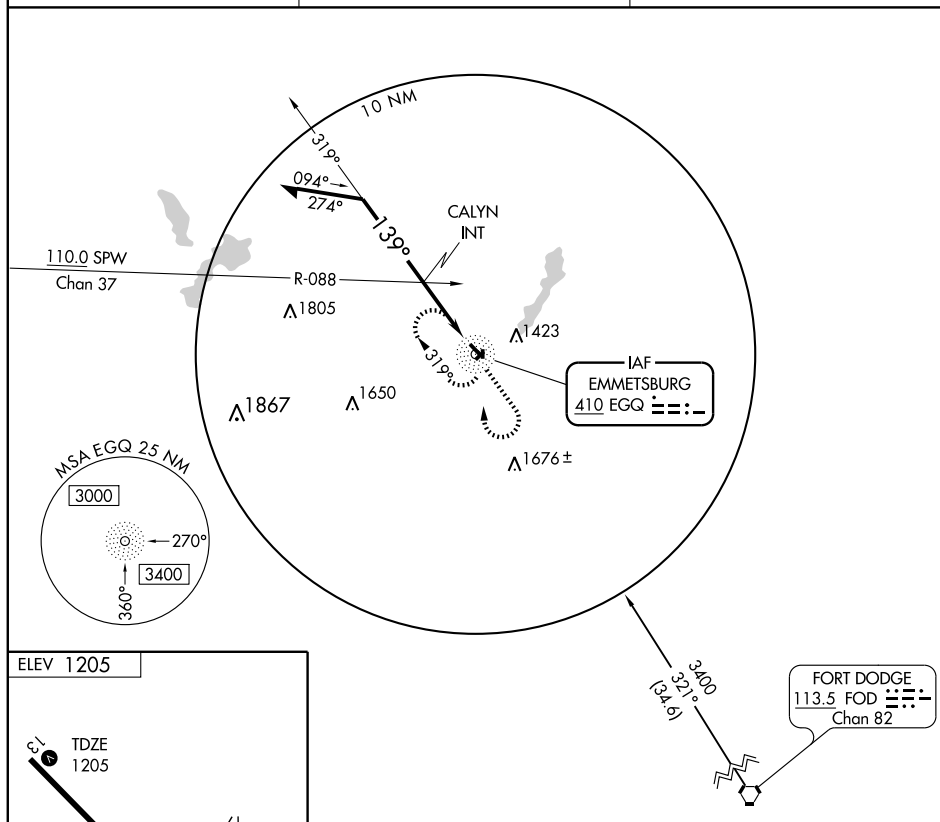
ALGONA AWOS-3

118.475

MINNEAPOLIS CENTER

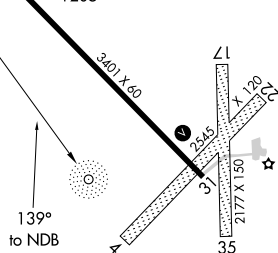
127.75 257.7

UNICOM

122.8 (CTAF) 0

ELEV 1205

TDZE 1205



MIRL Rwy 13-31 0

EMMETSBURG, IOWA

Amdt 3 11FEB10

Remain within 10 NM		NDB		2500	3100	EGQ 410
3100		319°		↑	↘	○
3100		139°				
VGSI and descent angles not coincident.		CALYN INT	2.94°	TCH 40		
		2120				
		3.2 NM				
CATEGORY	A	B	C	D		
S-13	1860-1	655 (700-1)	NA			
CIRCLING	1860-1	655 (700-1)	NA			

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)

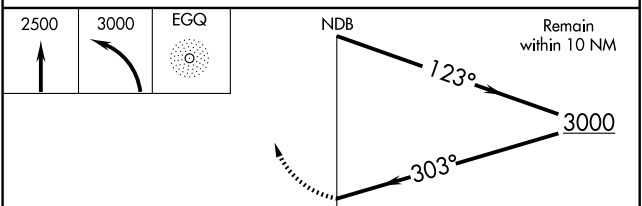
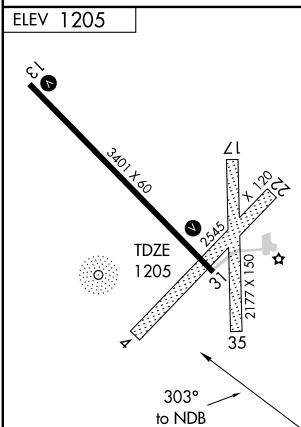
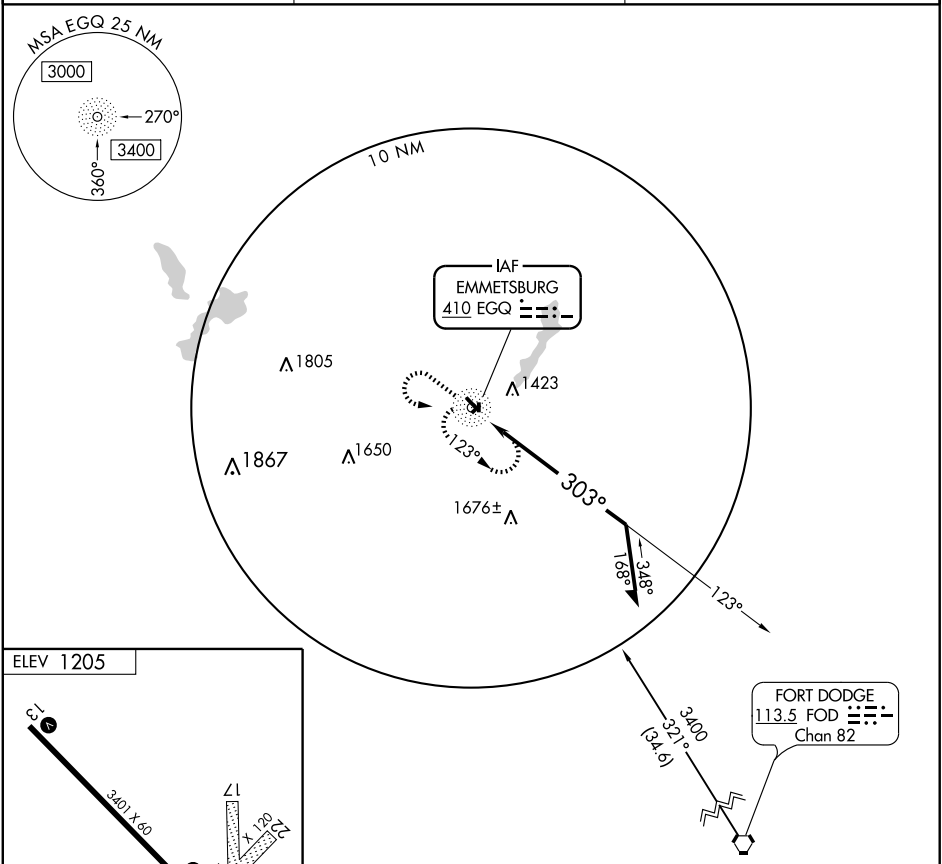
NDB RWY 13

NDB EGQ 410	APP CRS 303°	Rwy Idg TDZE Apt Elev	3401 1205 1205
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NDB RWY 31
EMMETSBURG MUNI (EGQ)

NA	Use Algona altimeter setting, when not received, use Estherville altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.
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ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-31	1860-1	655 (700-1)	NA	NA
CIRCLING	1860-1	655 (700-1)	NA	NA

MIRL Rwy 13-31

EMMETSBURG, IOWA

Amdt 3 11FEB10

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)

NDB RWY 31

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **132°**
Rwy Idg **3401**
TDZE **1205**
Apt Elev **1205**

RNAV (GPS) RWY 13

EMMETSBURG MUNI (EGQ)

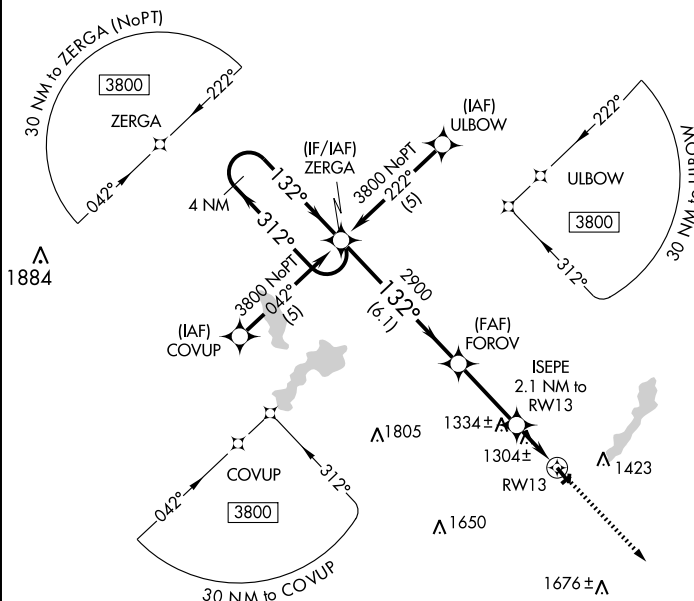
▽ DME/DME RNP-0.3 NA.
△ NA Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

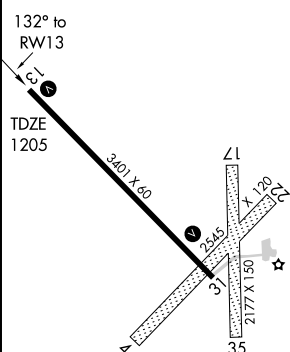
ALGONA AWOS-3
118.475

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



ELEV 1205

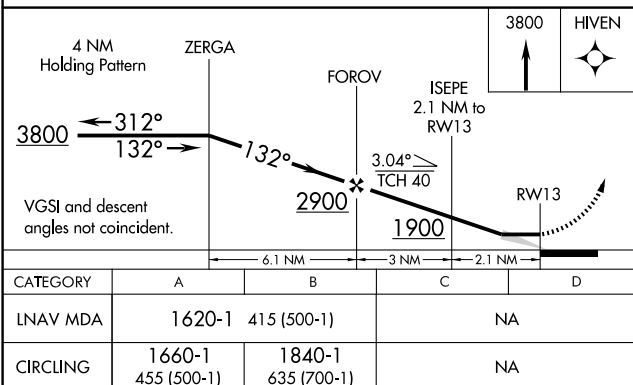


MRL Rwy 13-31 **0**

EMMETSBURG, IOWA
Orig 11FEB10

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)
RNAV (GPS) RWY 13



APP CRS
313°Rwy Idg **3401**
TDZE **1205**
Apt Elev **1205****RNAV (GPS) RWY 31**
EMMETSBURG MUNI (EGQ)

DME/DME RNP-0.3 NA.

Use Algona altimeter setting, when not received,
use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

ALGONA AWOS-3
118.475MINNEAPOLIS CENTER
127.75 257.7UNICOM
122.8 (CTAF) 0

A 1805

A 1867

A 1650

RW31

A 1423

1284 ±

KOKAW

2.4 NM to

RW31

A 1676 ±

(FAM)

JIBAM

30 NM to OGILY

3800

OGILY

223°

30 NM to EHZET

EHZET

043°

3800

2900

16.1

313°

3800 NoPT

(5)

223°

(IAF)

OGILY

133°

313°

4 NM

(IF/IAF)

HIVEN

EHZET

30 NM to HIVEN

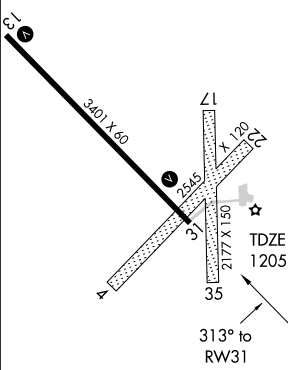
HIVEN

043°

3800

30 NM to HIVEN (NoPT)

ELEV 1205

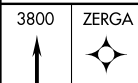


MIRL Rwy 13-31 0

EMMETSBURG, IOWA

Orig 11FEB10

43°06'N-94°42'W

RNAV (GPS) RWY 31

VGSI and descent angles not coincident.

HIVEN

4 NM
Holding Pattern

KOKAW

2.4 NM to

RW31

JIBAM

2900

313°

313°

3800

133°

313°

2000

2.4 NM

2.7 NM

6.1 NM

CATEGORY

A

B

C

D

LNAV MDA

1600-1

395 (400-1)

NA

CIRCLING

1660-1

455 (500-1)

1840-1

635 (700-1)

NA

EMMETSBURG MUNI (EGQ) 1 SW UTC-6(-5DT) N43°06.12' W94°42.28'

1205 B S2 FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 13-31: H3401X60 (CONC) S-29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21'. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21'. Tree.

RWY 04-22: 2545X120 (TURF)

RWY 04: Road. RWY 22: Road.

RWY 17-35: 2177X150 (TURF)

RWY 17: Trees. RWY 35: Road.

AIRPORT REMARKS: Attended irregularly. MOGAS fuel unavailable indef.

Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef.

ACTIVATE MIRL Rwy 13-31 and SAVASI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

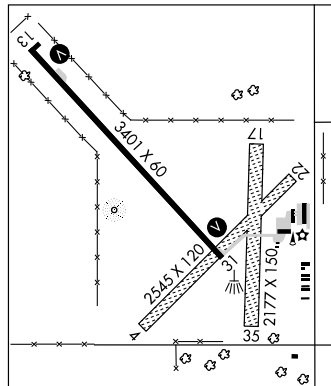
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VOR/DME 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07' W94°42.43' at fld.

NOTAM FILE FOD.

OMAHA
L-121
IAP**ESTHERVILLE MUNI** (EST) 4 E UTC-6(-5DT) N43°24.45' W94°44.79'

1319 B S4 FUEL 100LL NOTAM FILE EST

RWY 16-34: H4797X75 (CONC) S-11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

RWY 34: REIL.

PAPI(P4L)—GA 3.0° TCH 42'. Highway.

RWY 06-24: 2985X90 (TURF)

RWY 24: Road.

AIRPORT REMARKS: Attended dawn-dusk. For svc after hrs call

712-362-2761. Rwy 34 is calm wind rwy. Rwy 06-24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (712) 362-7250.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76'

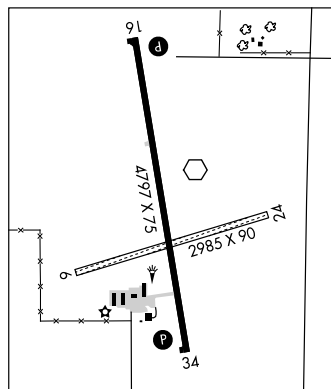
W94°25.35' 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56' W94°44.67' at fld.

NOTAM FILE EST. Unmonitored 2300-1400Z†.

PUFF NDB (MHW) 345 PUF N43°21.09'W94°44.27' 350° 3.4

NM to fld. NOTAM FILE EST. Unusable 330°-120° bvd 15NM.

OMAHA
L-121
IAP

WAAS CH 82304 W34A	APP CRS 344°	Rwy Idg TDZE 1319 Apt Elev 1319
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RNAV (GPS) RWY 34

ESTHERVILLE MUNI (E_{ST})

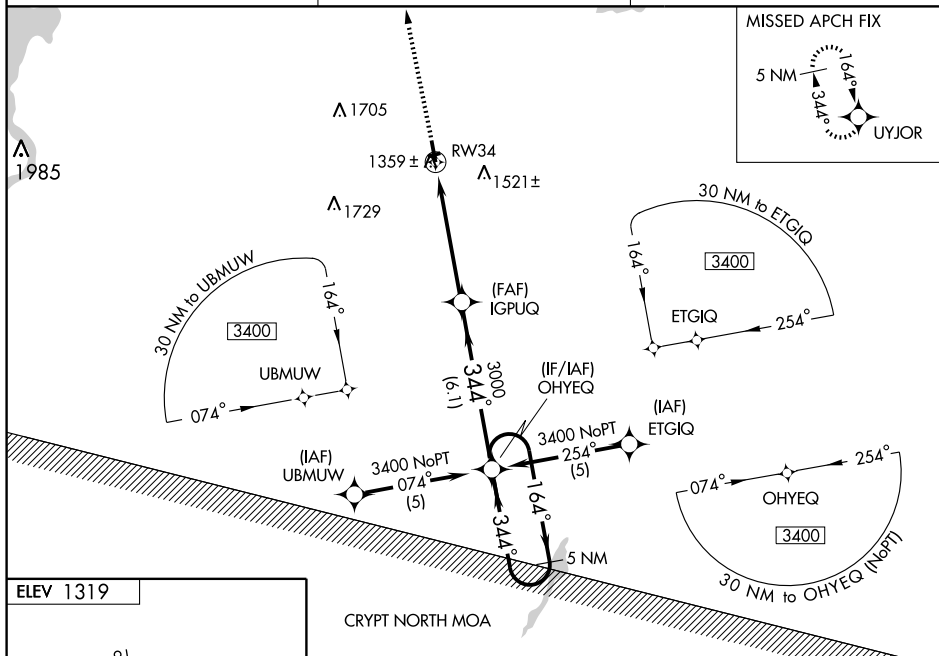
A Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

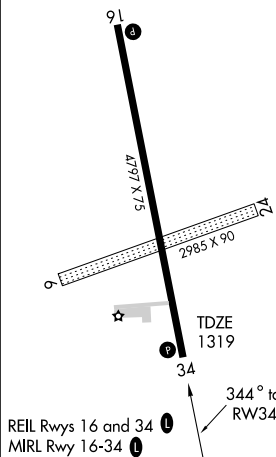
ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) **0**



ELEV 1319



ESTHERVILLE, IOWA

Amdt 1 07186

43°24' N-94°45' W

ESTHERVILLE MUNI (E_{ST})

RNAV (GPS) RWY 34

EST VOR 110.4	APP CRS 349°	Rwy Idg TDZE Apt Elev	4797 1317 1317
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VOR RWY 34

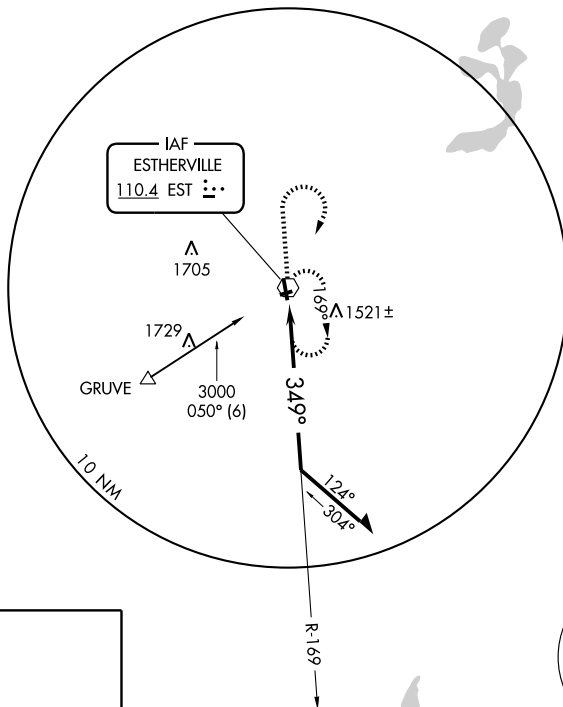
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

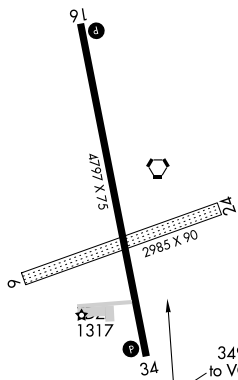
ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) **0**



ELEV 1317



MIRL Rwy 16-34 **0**
REIL Rws 16 and 34 **0**

3000



EST
110.4

VOR

Remain
within 10 NM

169°

349°

3000

CATEGORY	A	B	C	D
S-34	1780-1	463 (500-1)	NA	
CIRCLING	1780-1	463 (500-1)	NA	

ESTHERVILLE, IOWA
Amdt 6B 09071

43°24'N-94°45'W

ESTHERVILLE MUNI (EST)
VOR RWY 34

FAIRFIELD MUNI (FFL) 3 NW UTC-6(-5DT) N41°03.35' W91°58.85'

799 B S4 FUEL 100LL JET A TPA-1800(1001) NOTAM FILE FFL

RWY 18-36: H5500X100 (CONC) S-30, D-45 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 08-26: 2450X165 (TURF)

RWY 08: Fence. RWY 26: Fence.

AIRPORT REMARKS: Attended Mon-Fri 1330-0100Z†, Sat-Sun 1400-2300Z†. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08-26 CLOSED Nov-Mar. Parachute Jumping. Birds on and in/ov arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.025 (641) 472-4548.**COMMUNICATIONS:** CTAF/UNICOM 122.7

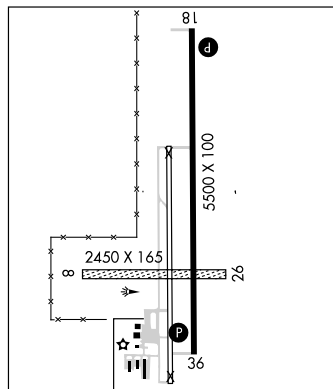
Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 078° 15.7 NM to fld. 820/6E. HIWAS.

NDB (MHW) 332 FFL N41°00.67' W91°59.31' 007° 2.7 NM to fld. NOTAM FILE FFL.

CHICAGO
H-5D, L-27B
IAP**FOREM** N41°28.93' W93°34.85' NOTAM FILE DSM.

NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

OMAHA

FOREST CITY MUNI (FXF) 2 S UTC-6(-5DT) N43°14.09' W93°37.45'

1229 B S4 FUEL 100LL NOTAM FILE FOD

RWY 15-33: H5796X100 (ASPH) S-30 MIRL

RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25'. Fence.

RWY 09-27: H2708X60 (ASPH) S-12.5 MIRL 1.0% up W

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†. For svc after hrs and weekends call 641-585-2166. ACTIVATE MIRL Rwy 09-27 and Rwy 15-33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.925 (641) 581-2347.**COMMUNICATIONS:** CTAF/UNICOM 122.8

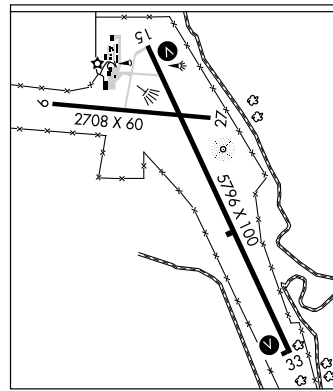
MINNEAPOLIS CENTER APP/DEP CON 127.3



RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

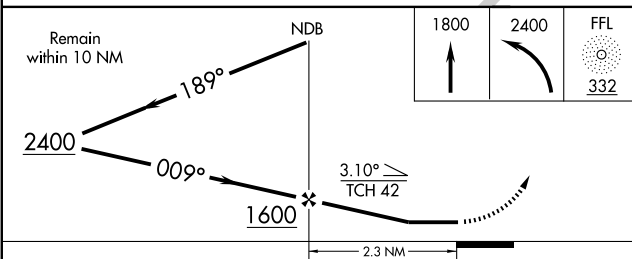
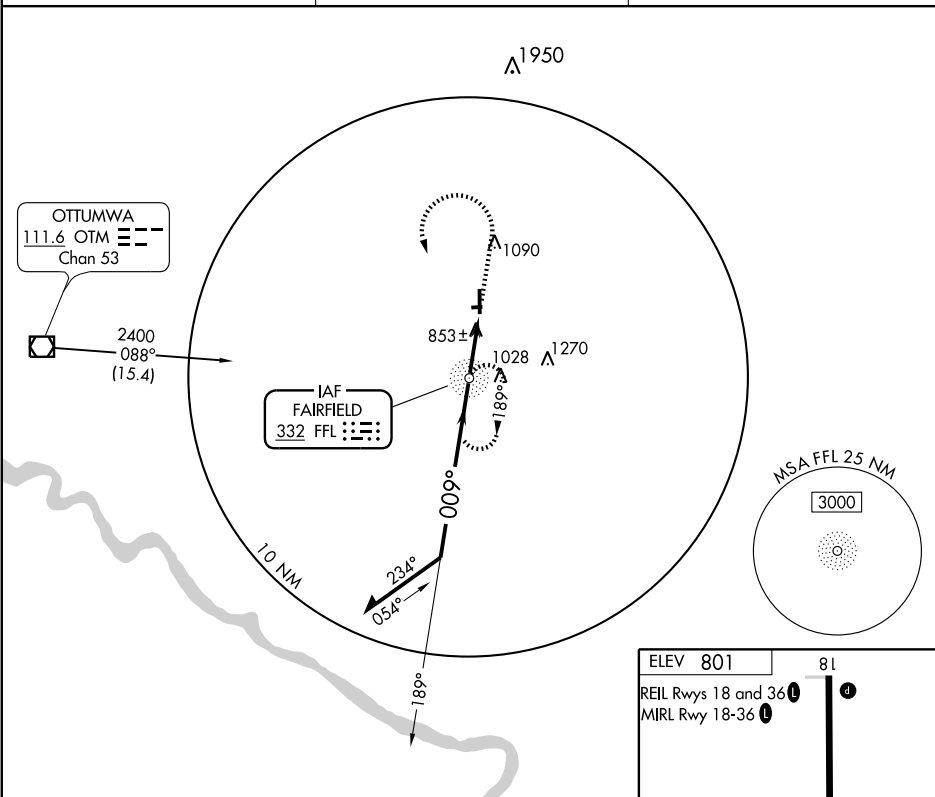
W93°19.79' 297° 15.4 NM to fld. 1210/6E.

NDB(MHW) 359 FXF N43°14.15' W93°37.25' at fld. NOTAM FILE FOD.

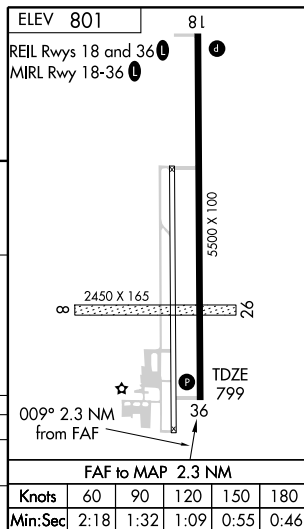
OMAHA
H-5C, L-12J
IAP

  NA	If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.
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AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1200-1	401 (400-1)	1200-1¼ 401 (400-1¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA



NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5500 801 801
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RNAV (GPS) RWY 18

FAIRFIELD MUNI (FFL)

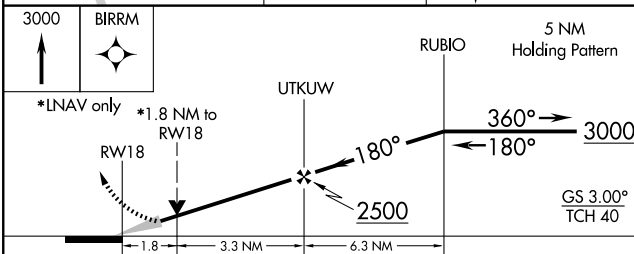
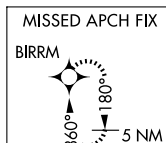
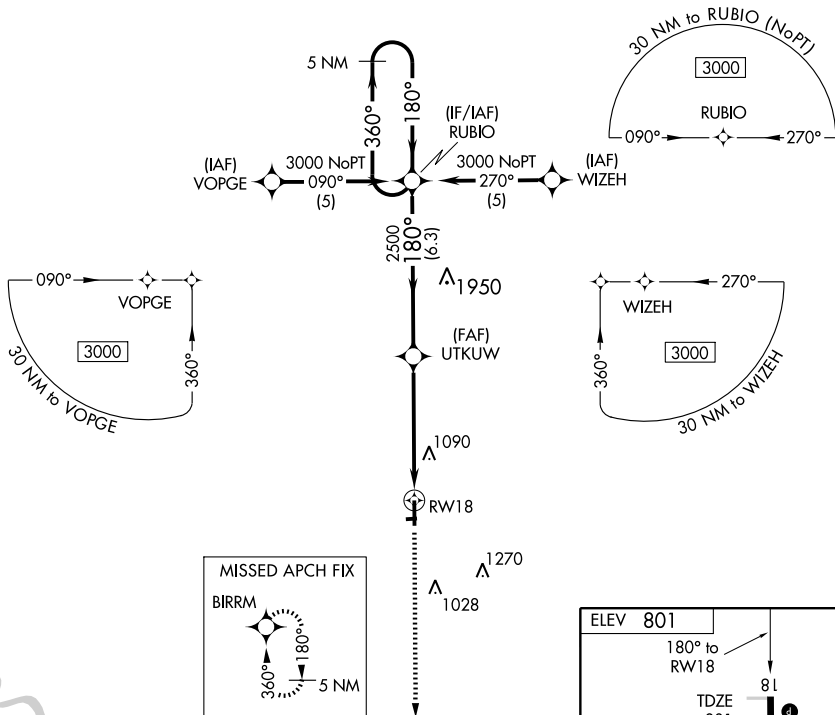
▼ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
 ▲ DME/DME RNP- 0.3 NA.
 VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

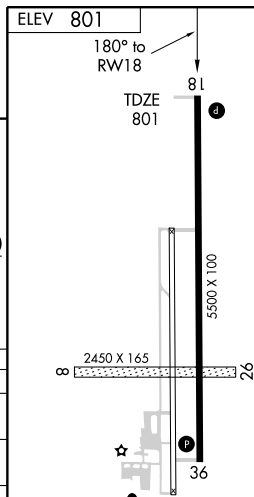
AWOS-3
132.025

CHICAGO CENTER
118.15 354.1

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1	599 (600-1)	1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1	599 (600-1)	1440-1¾ 639 (700-1¾)	NA



MIRL Rwy 18-36
REIL Rws 18 and 36

WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg 5500 TDZE 799 Apt Elev 801
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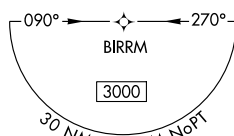
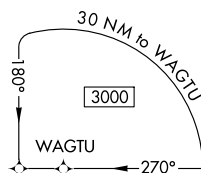
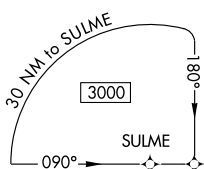
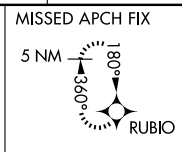
RNAV (GPS) RWY 36
FAIRFIELD MUNI (FFL)

If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

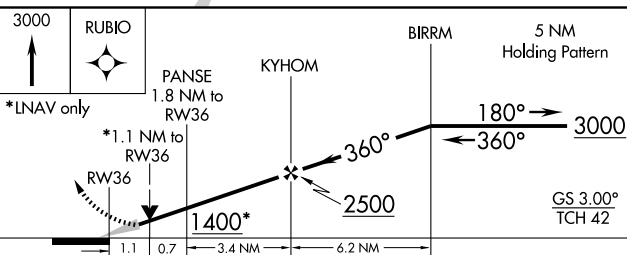
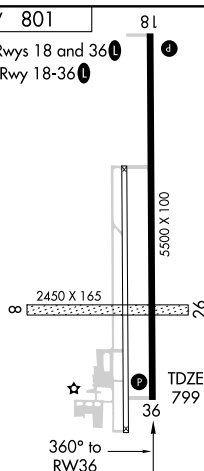
AWOS-3
132.025

CHICAGO CENTER
118.15 354.1

UNICOM
122.7 (CTAF) 

ELEV	801
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REIL Rwy 18 and 36 **L**
MIRL Rwy 18-36 **L**



CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1180-1 381 (400-1)			NA
CIRCLING	1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1 ³ / ₄ 639 (700-1 ³ / ₄)	NA

FAIRFIELD, IOWA

Amdt 1 09071

41°03'N-91°59'W

FAIRFIELD MUNI (FFL)

RNAV (GPS) RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

FAIRFIELD MUNI (FFL) 3 NW UTC-6(-5DT) N41°03.35' W91°58.85'

799 B S4 FUEL 100LL JET A TPA-1800(1001) NOTAM FILE FFL

RWY 18-36: H5500X100 (CONC) S-30, D-45 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 08-26: 2450X165 (TURF)

RWY 08: Fence. RWY 26: Fence.

AIRPORT REMARKS: Attended Mon-Fri 1330-0100Z†, Sat-Sun 1400-2300Z†. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08-26 CLOSED Nov-Mar. Parachute Jumping. Birds on and in/ov arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.025 (641) 472-4548.**COMMUNICATIONS:** CTAF/UNICOM 122.7

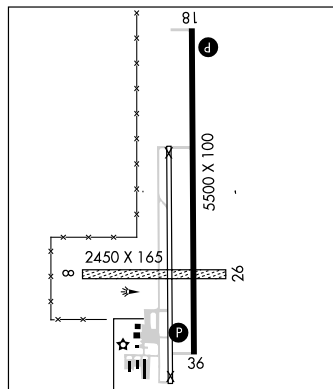
Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 078° 15.7 NM to fld. 820/6E. HIWAS.

NDB (MHW) 332 FFL N41°00.67' W91°59.31' 007° 2.7 NM to fld. NOTAM FILE FFL.

**FOREM** N41°28.93' W93°34.85' NOTAM FILE DSM.

NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

OMAHA

FOREST CITY MUNI (FXF) 2 S UTC-6(-5DT) N43°14.09' W93°37.45'

1229 B S4 FUEL 100LL NOTAM FILE FOD

RWY 15-33: H5796X100 (ASPH) S-30 MIRL

RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25'. Fence.

RWY 09-27: H2708X60 (ASPH) S-12.5 MIRL 1.0% up W

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†. For svc after hrs and weekends call 641-585-2166. ACTIVATE MIRL Rwy 09-27 and Rwy 15-33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.925 (641) 581-2347.**COMMUNICATIONS:** CTAF/UNICOM 122.8

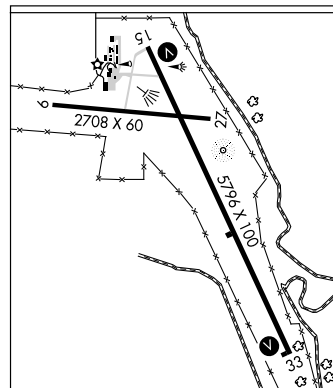
MINNEAPOLIS CENTER APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 297° 15.4 NM to fld. 1210/6E.

NDB(MHW) 359 FXF N43°14.15' W93°37.25' at fld. NOTAM FILE FOD.



OMAHA

H-5C, L-12J

IAP

NDB FXY
359

APP CRS
335°

Rwy Idg	5796
TDZE	1206
Apt Elev	1230

NDB RWY 33
FOREST CITY MUNI (FXY)



ANA

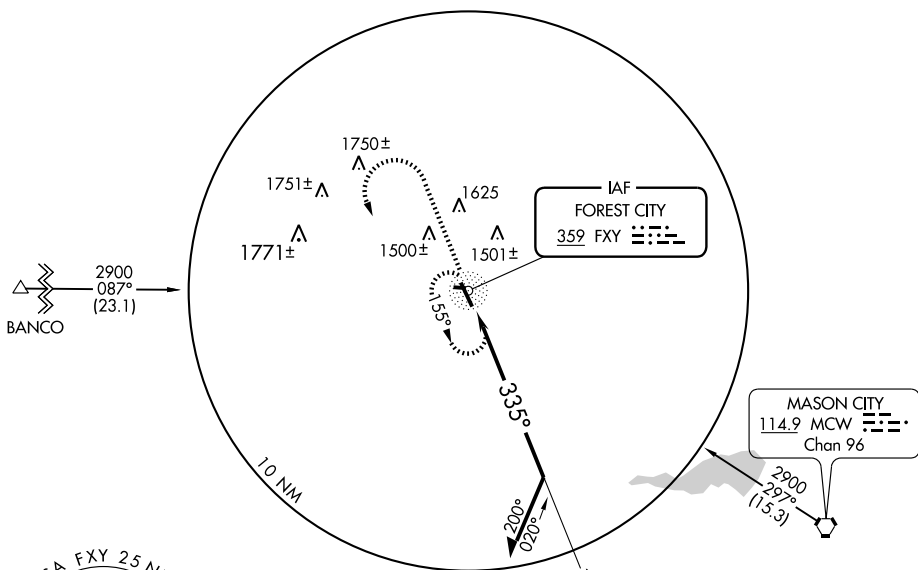
Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3
123.925

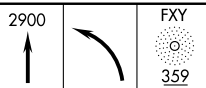
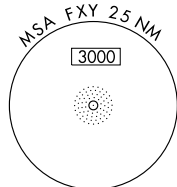
MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) **L**

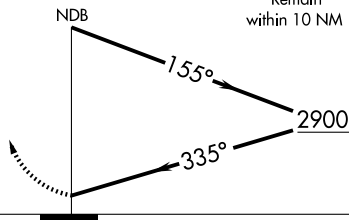


NC-3, 23 SEP 2010 to 21 OCT 2010

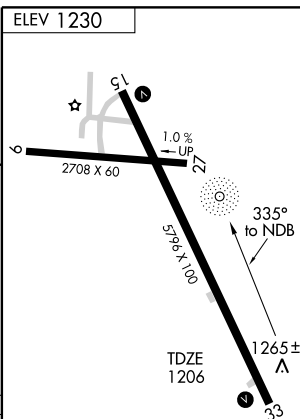
NC-3. 23 SEP 2010 to 21 OCT 2010



Remain
within 10 NM



CATEGORY	A	B	C	D
S-33	1900-1	694 (700-1)	1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1	670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)



REIL Rwys 15 and 33 **L**
MIRL Rwys 9-27 and 15-33 **L**

FOREST CITY, IOWA
Amdt 1 10042

43°14'N-93°37'W

FOREST CITY MUNI (FXY)
NDB RWY 33

WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	5796 1203 1229
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RNAV (GPS) RWY 33

FOREST CITY MUNI (FXY)

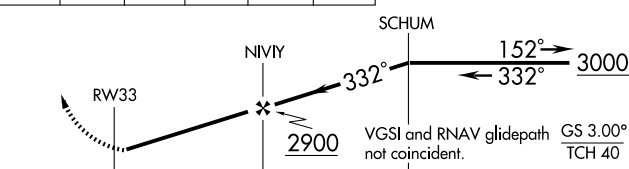
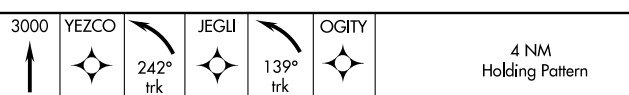
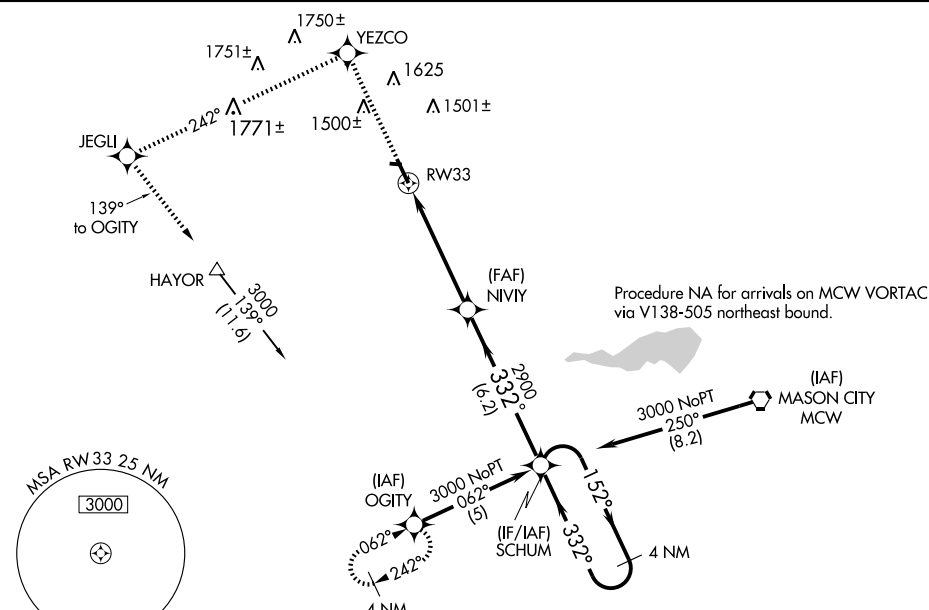
⚠ Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct YEZCO and left turn via track 242° to JEGLI and left turn via track 139° to OGITY and hold.

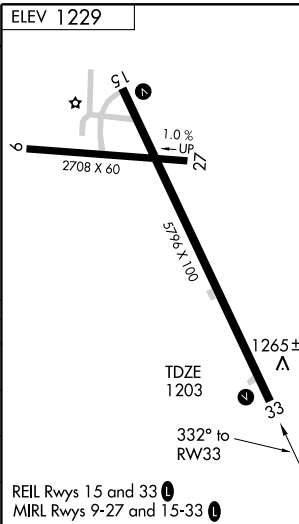
AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		1453-1	250 (300-1)	
LNAV/VNAV DA		1535-1¼	332 (400-1¼)	
LNAV MDA		1520-1	317 (300-1)	
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)



VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg TDZE Apt Elev	N/A N/A 1229
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VOR/DME-A

FOREST CITY MUNI (FXY)

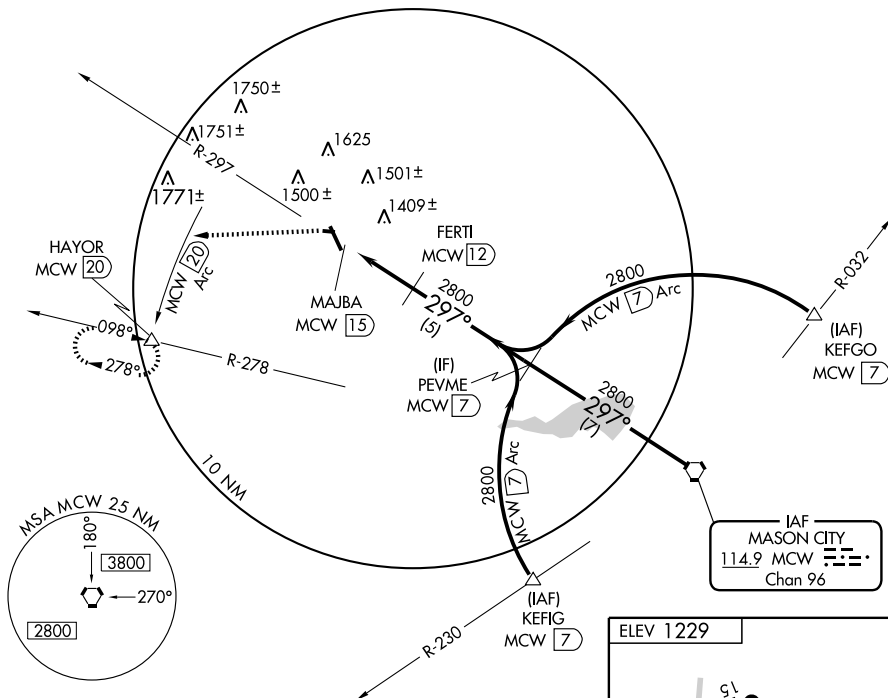
▼ When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9-27 NA at night.
▲ When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc and via MCW 20 DME Arc counter-clockwise to HAYOR 20 DME and hold.

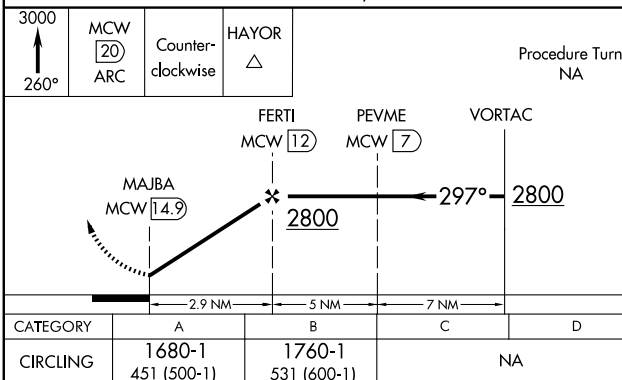
AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

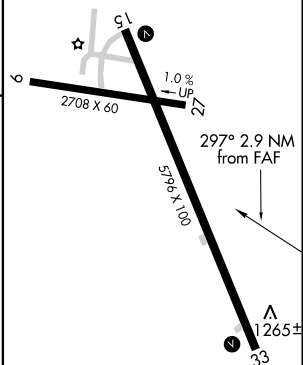
UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals on MCW VORTAC airway radials 278 clockwise 343.



ELEV 1229



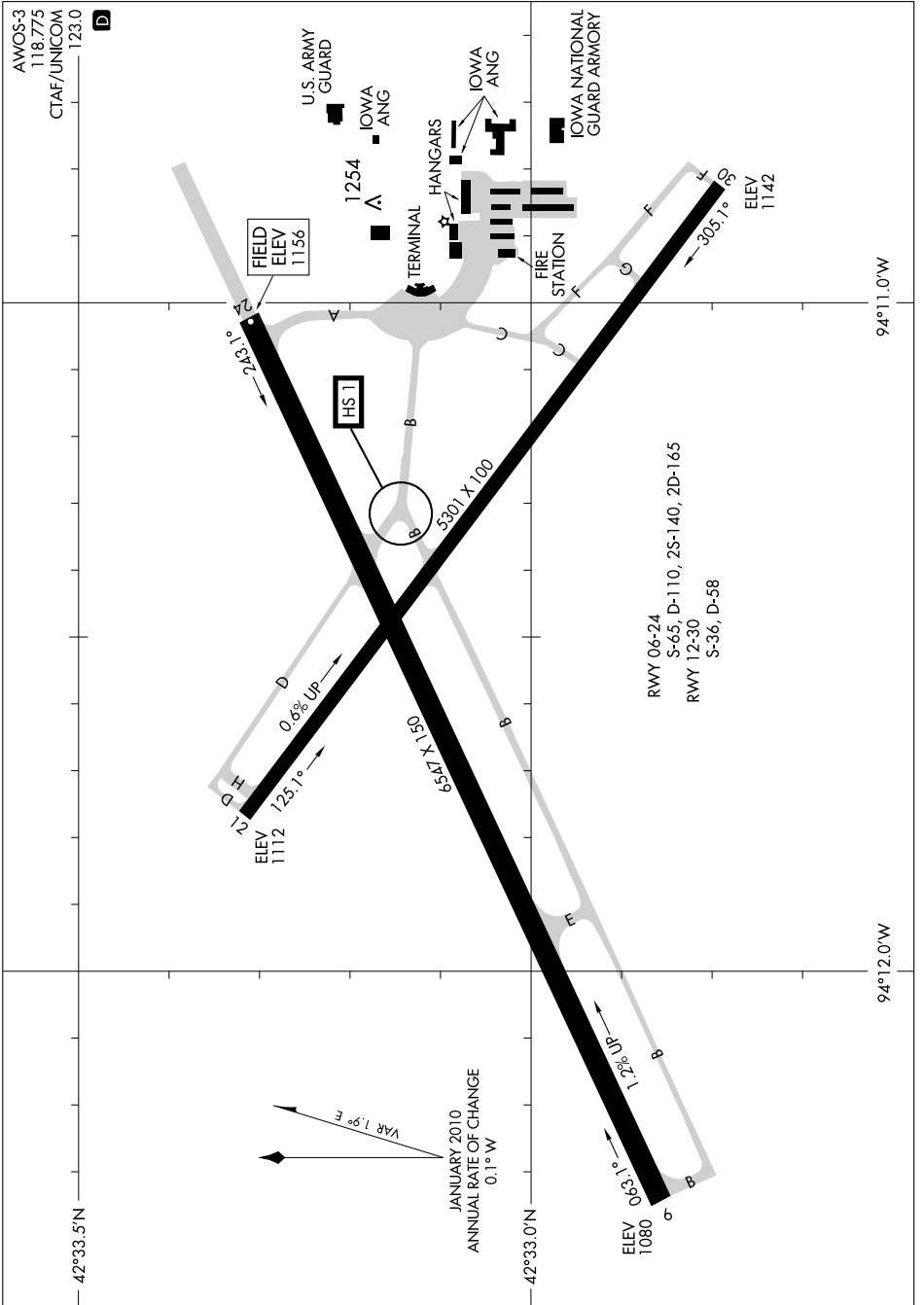
REIL Rwy 15 and 33
MIRL Rwy 9-27 and 15-33

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA

NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

FORT DODGE, IOWA
FORT DODGE RGNL (FOD)

FORT DODGE RGNL (FOD) 3 N UTC-6(-5DT) N42°33.07' W94°11.51'

OMAHA

1156 B S4 FUEL 100LL, JET A TPA-1999(843) Class I, ARFF Index A NOTAM FILE FOD H-5C, L-12I

RWY 06-24: H6547X150 (ASPH) S-65, D-110, 2S-140, 2D-165 HIRL 1.2% up NE IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 12-30: H5301X100 (ASPH) S-36, D-58 MIRL 0.6% up SE

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 12: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

RWY 24: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 30: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

AIRPORT REMARKS: Attended 1300-0200Z±. For attendant after hrs, call 515-955-3434/332-4955. When departing Rwy 06-24 and Rwy 13-30 ends of other runways not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06-24 or Rwy 12-30, the apch ends of the other runways are not visible due to surrounding terrain. Be sure to announce positions and intentions on - CTAF. Migratory waterfowl on and in/ovf arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515-573-3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06-24, MIRL Rwy 12-30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (515) 955-5490. HIWAS 113.5 FOD.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 122.2 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.0

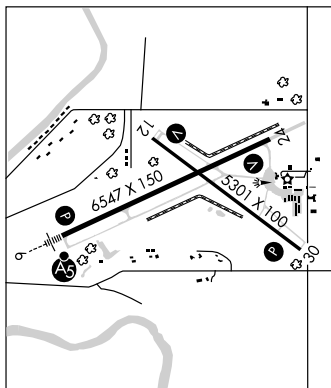
AIRSPACE: CLASS E svc Mon-Sat 1100-0100Z±, Sun 1800-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 121° 5.8 NM to fld. 1164/7E. HIWAS.

DME portion unusable 275°-282° byd 12 NM.

BARRO NDB (LOM) 341 FO N42°30.87' W94°18.33' 061° 5.5 NM to fld.

ILS 109.1 I-FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM.

**FORT MADISON MUNI** (FSW) 2 N UTC-6(-5DT) N40°39.55' W91°19.66'

CHICAGO

724 B FUEL 100LL NOTAM FILE FSW

L-27B

RWY 16-34: H4002X75 (CONC-WC) S-19, D-25 MIRL

RWY 16: Trees. Rgt tfc. RWY 34: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Sun on call. For arpt attendant call 319-316-2234. Fuel self serve with credit card. Rwy 34 +33' trees 1000' right and left of centerline. Twy lgt at entrance only. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.

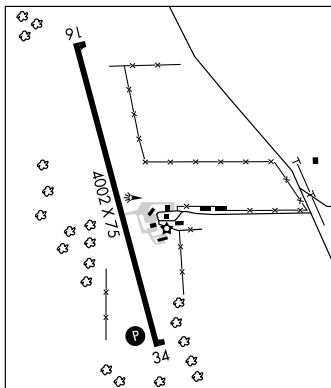
WEATHER DATA SOURCES: AWOS-3 120.925 (319) 372-5147.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 135.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 253° 18.7 NM to fld. 730/5E. HIWAS.

**FULLER** (See MILFORD)**GEORGE L SCOTT MUNI** (See WEST UNION)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FOD	APP CRS	Rwy Idg	6547
<u>109.1</u>	063°	TDZE	1107
		Apt Elev	1157

ILS or LOC RWY 6
FORT DODGE RGNL (FOD)

▼
▲ NA

When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase S-LOC and Circling visibility Cats B/C/D ¼ mile. For inoperative MALS when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

MALSR

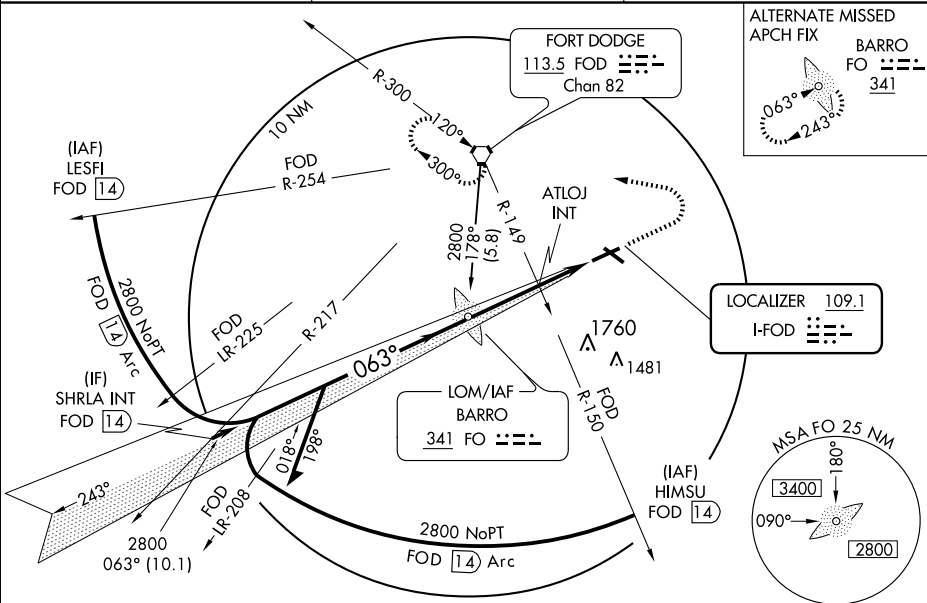


MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3
118.775

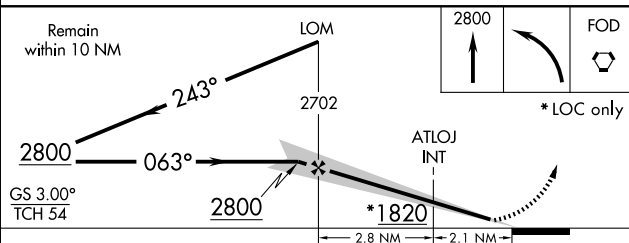
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
123.0 (CTAF) **L**

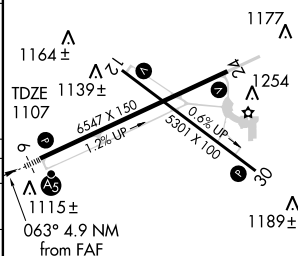


NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010



ELEV 1157



CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			
S-LOC 6	1820-½ 713 (700-½)		1820-1½ 713 (700-1½)	1820-1¾ 713 (700-1¾)
CIRCLING	1820-1 663 (700-1)		1820-2 663 (700-2)	1820-2¼ 663 (700-2¼)
ATLOJ FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6	1400-½ 293 (300-½)			1400-¾ 293 (300-¾)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 **L**
REIL Rwy 12, 24 and 30 **L**
HIRL Rwy 6-24 **L**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

FORT DODGE, IOWA
Amdt 7B 26AUG10

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)
ILS or LOC RWY 6

WAAS CH 61015 W06A	APP CRS 063°	Rwy Idg TDZE 6547 Apt Elev 1107
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RNAV (GPS) RWY 6

FORT DODGE RGNL (FOD)

⚠ When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR



MISSED APPROACH:
Climb to 3000 direct
OXDAH and hold.

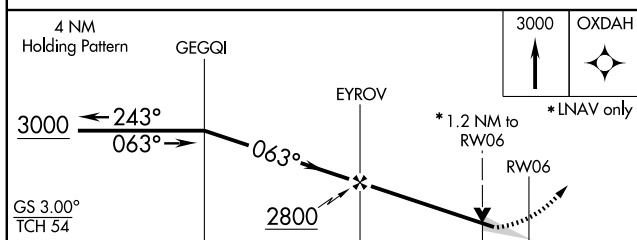
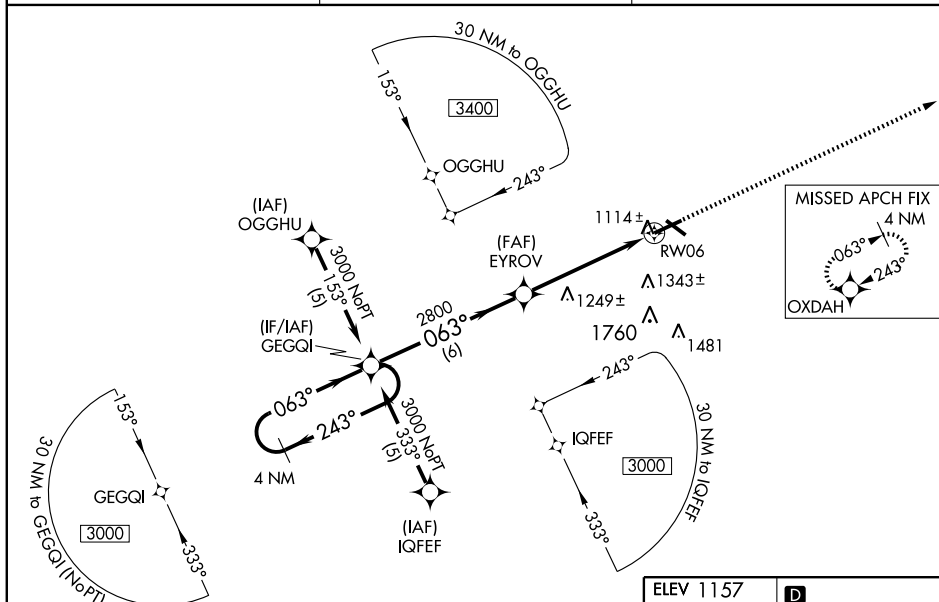
AWOS-3

118.775

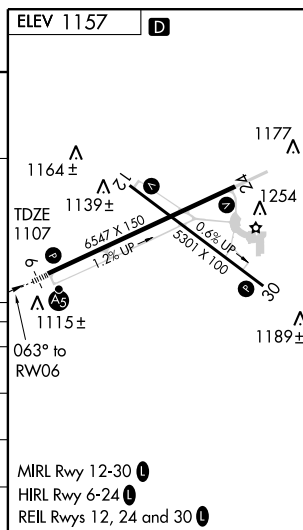
MINNEAPOLIS CENTER

134.0 288.3

UNICOM

123.0 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	1307-1/2	200 (200-1/2)		
LNAV/VNAV DA	1525-1	418 (400-1)		
LNAV MDA	1500-1/2	393 (400-1/2)		1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1 1/2 463 (500-1 1/2)	1720-2 563 (600-2)



FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)
RNAV (GPS) RWY 6

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 99615 W12A	APP CRS 125°	Rwy Idg TDZE 1128 Apt Elev 1157
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RNAV (GPS) RWY 12

FORT DODGE RGNL (F'DO)

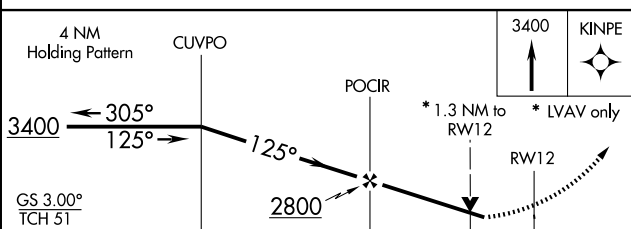
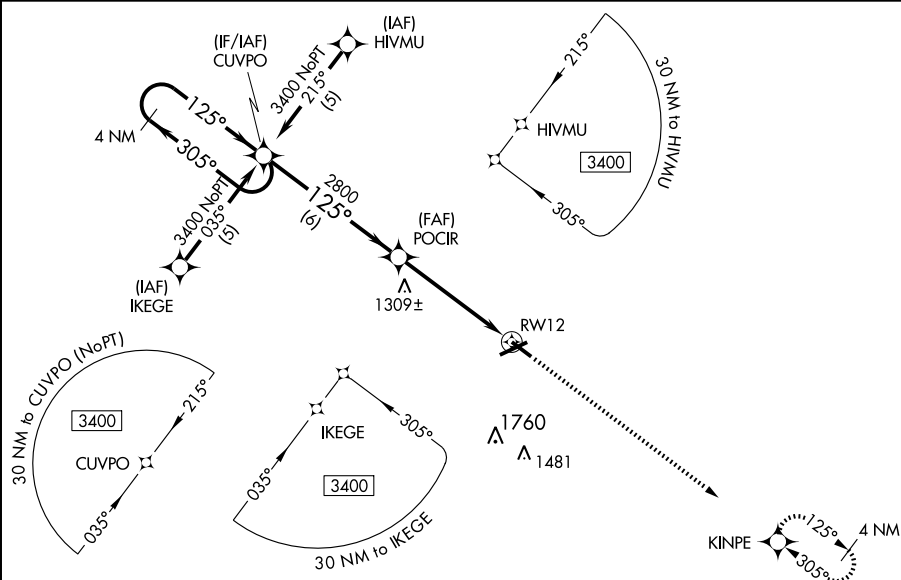
⚠ When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH:
Climb to 3400 direct KINPE and hold.

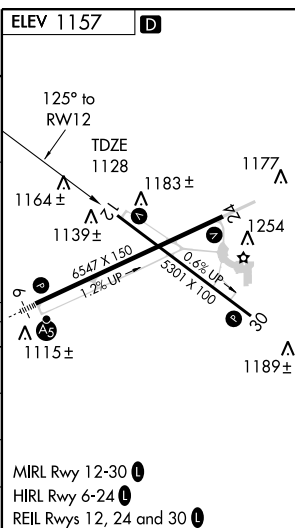
AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
123.0 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1405-1		277 (300-1)	
LNAV/VNAV DA	1453-1¼		325 (300-1¼)	
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



WAAS
CH **45815**
W24A

APP CRS
243°

Rwy Idg **6547**
TDZE **1156**
Apt Elev **1157**

RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

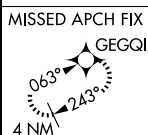
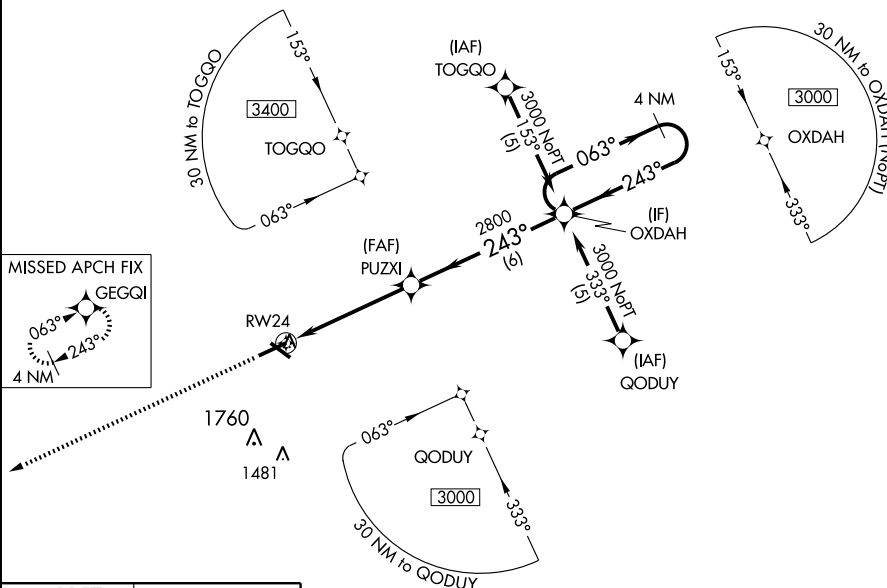
▼ When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
GEGQI and hold.

AWOS-3
118.775

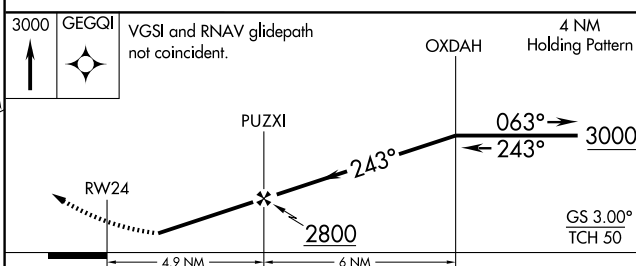
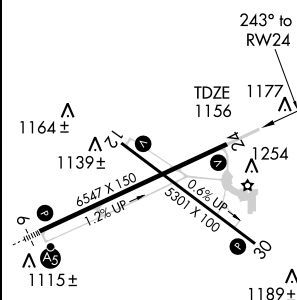
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
123.0 (CTAF) ①



ELEV 1157

D



CATEGORY	A	B	C	D
LPV DA	1406-1		250 (300-1)	
LNAV/VNAV DA	1504-1¼		348 (400-1¼)	
LNAV MDA	1520-1		364 (400-1)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)

RNAV (GPS) RWY 24

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS
CH **82615**
W30A

APP CRS
305°

Rwy Idg **5301**
TDZE **1142**
Apt Elev **1157**

RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

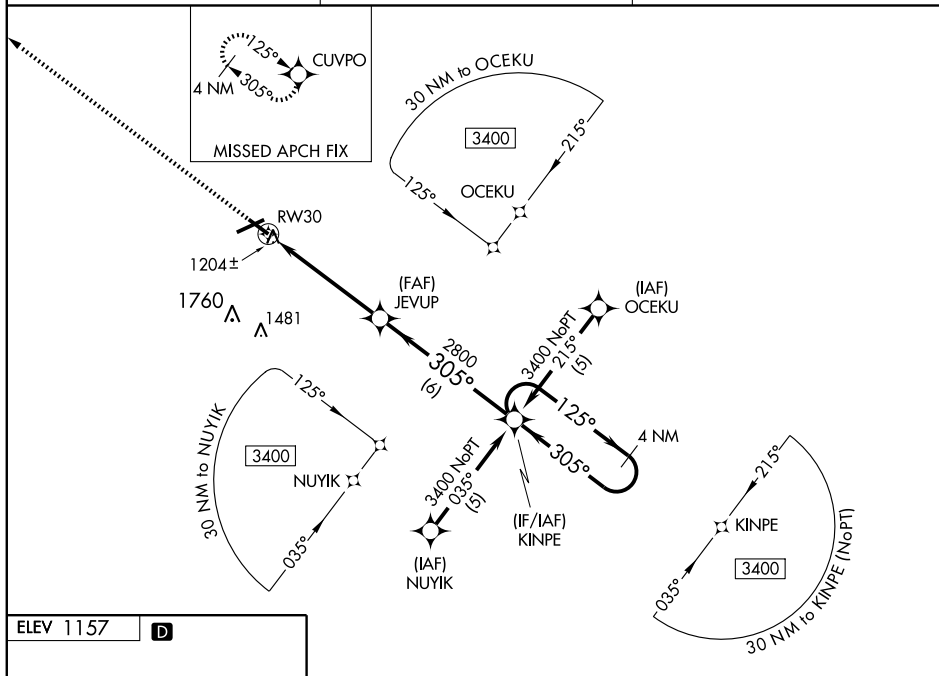
⚠ When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct
CUVPO and hold.

AWOS-3
118.775

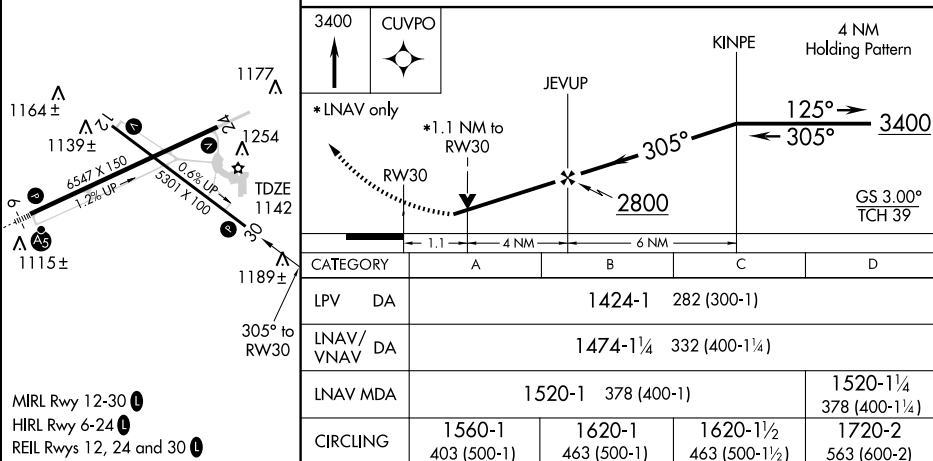
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
123.0 (CTAF) 0



ELEV 1157

D



FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)

RNAV (GPS) RWY 30

VORTAC FOD 113.5 Chan 82	APP CRS 300°	Rwy Idg TDZE Apt Elev	5301 1142 1157
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VOR/DME RWY 30

FORT DODGE RGNL (FOD)

▼ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet.
▲ Visibility reduction by helicopters NA.

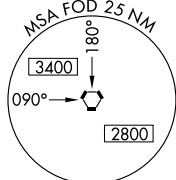
MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

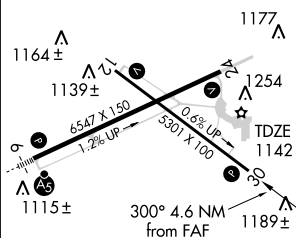
UNICOM
123.0 (CTAF) 0

FORT DODGE
113.5 FOD
Chan 82



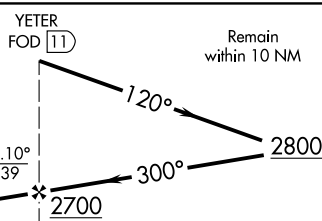
ELEV 1157

D



MIRL Rwy 12-30 **0**
 REIL Rwy 12, 24 and 30 **0**
 HIRL Rwy 6-24 **0**

2800 FOD



CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FORT DODGE, IOWA
Amdt 10 10154

42°33'N - 94°12'W

VOR/DME RWY 30

VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

VOR RWY 12

FORT DODGE RGNL (FOD)



If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

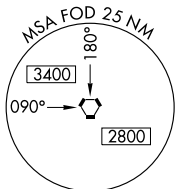
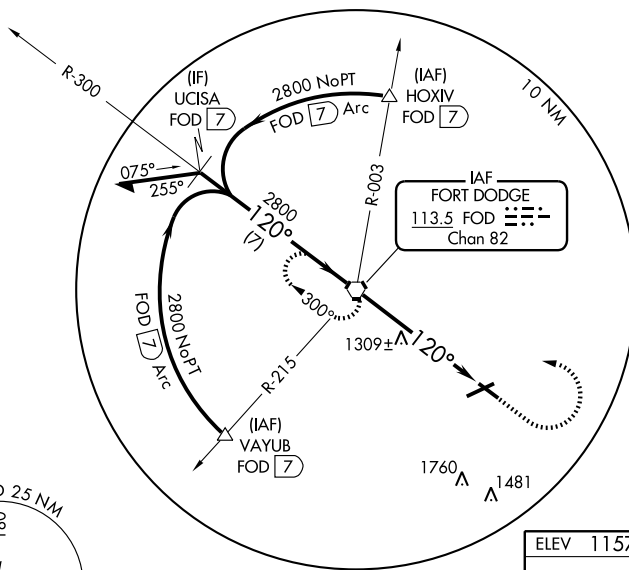
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
123.0 (CTAF) **1**

2365



Remain
within 10 NM

VORTAC

2800

VGSI and descent
angles not coincident.

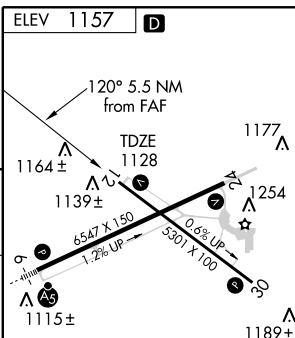
2.80°

TCH 51

FOD

5.5

CATEGORY	A	B	C	D
S-12	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



MIRL Rwy 12-30 **1**
REIL Rwy 12, 24 and 30 **1**
HIRL Rwy 6-24 **1**

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

FORT DODGE RGNL (FOD) 3 N UTC-6(-5DT) N42°33.07' W94°11.51'

OMAHA

1156 B S4 FUEL 100LL, JET A TPA-1999(843) Class I, ARFF Index A NOTAM FILE FOD H-5C, L-12I

RWY 06-24: H6547X150 (ASPH) S-65, D-110, 2S-140, 2D-165 HIRL 1.2% up NE IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 12-30: H5301X100 (ASPH) S-36, D-58 MIRL 0.6% up SE

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 12: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

RWY 24: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 30: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

AIRPORT REMARKS: Attended 1300-0200Z±. For attendant after hrs, call 515-955-3434/332-4955. When departing Rwy 06-24 and Rwy 13-30 ends of other runways not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06-24 or Rwy 12-30, the apch ends of the other runways are not visible due to surrounding terrain. Be sure to announce positions and intentions on - CTAF. Migratory waterfowl on and in/ovf arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515-573-3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06-24, MIRL Rwy 12-30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (515) 955-5490. HIWAS 113.5 FOD.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 122.2 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.0

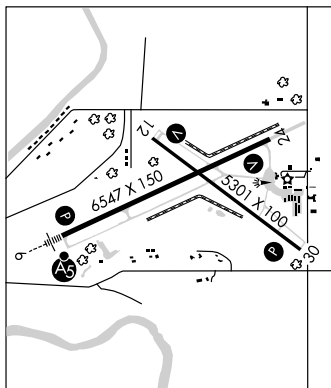
AIRSPACE: CLASS E svc Mon-Sat 1100-0100Z±, Sun 1800-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 121° 5.8 NM to fld. 1164/7E. HIWAS.

DME portion unusable 275°-282° byd 12 NM.

BARRO NDB (LOM) 341 FO N42°30.87' W94°18.33' 061° 5.5 NM to fld.

ILS 109.1 I-FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM.

**FORT MADISON MUNI** (FSW) 2 N UTC-6(-5DT) N40°39.55' W91°19.66'

CHICAGO

724 B FUEL 100LL NOTAM FILE FSW

L-27B

RWY 16-34: H4002X75 (CONC-WC) S-19, D-25 MIRL

RWY 16: Trees. Rgt tfc. RWY 34: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon-Sun on call. For arpt attendant call 319-316-2234. Fuel self serve with credit card. Rwy 34 +33' trees 1000' right and left of centerline. Twy lgt at entrance only. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.

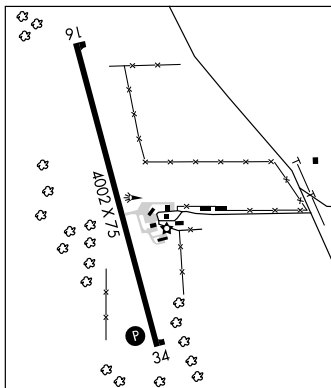
WEATHER DATA SOURCES: AWOS-3 120.925 (319) 372-5147.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 135.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 253° 18.7 NM to fld. 730/5E. HIWAS.

**FULLER** (See MILFORD)**GEORGE L SCOTT MUNI** (See WEST UNION)

APP CRS	Rwy Idg	4002
167°	TDZE	713
	Apt Elev	724

RNAV (GPS) RWY 17

FORT MADISON MUNI (F'SW)

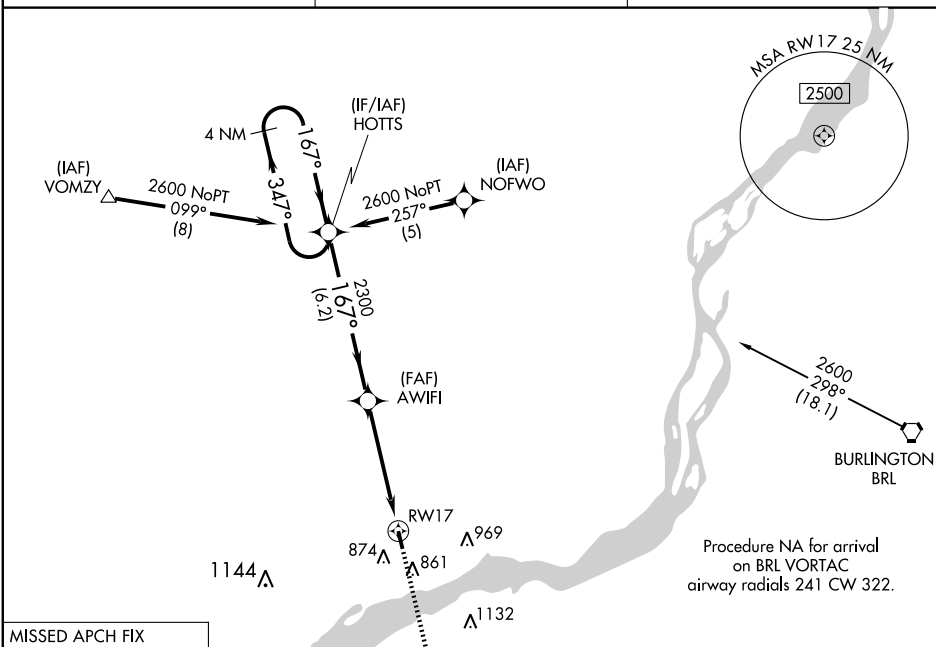
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2600 direct DRIBS and hold.

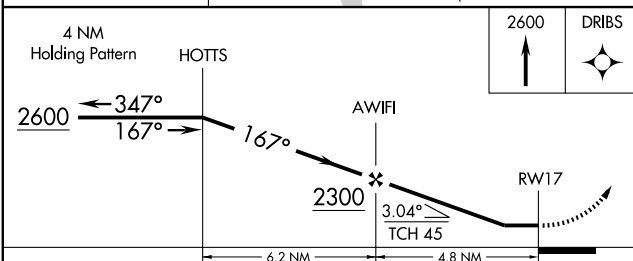
AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

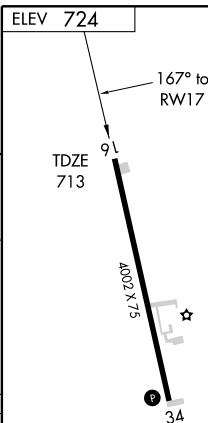
UNICOM
122.8 (CTAF) ①



MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	1180-1	467 (500-1)	1180-1½ 467 (500-1½)	1180-1½ 467 (500-1½)
CIRCLING	1180-1	456 (500-1)	1180-1½ 456 (500-1½)	1280-2 556 (600-2)



REIL Rwy 34 ①
MIRL Rwy 16-34 ①

APP CRS **347°**
 Rwy Idg **4002**
 TDZE **720**
 Apt Elev **724**

RNAV (GPS) RWY 35

FORT MADISON MUNI (F'SW)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet.

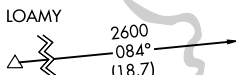
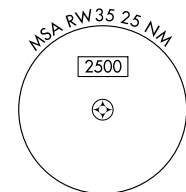
MISSED APPROACH:
 Climb to 2600 direct HOTS and hold.

AWOS-3
120.925

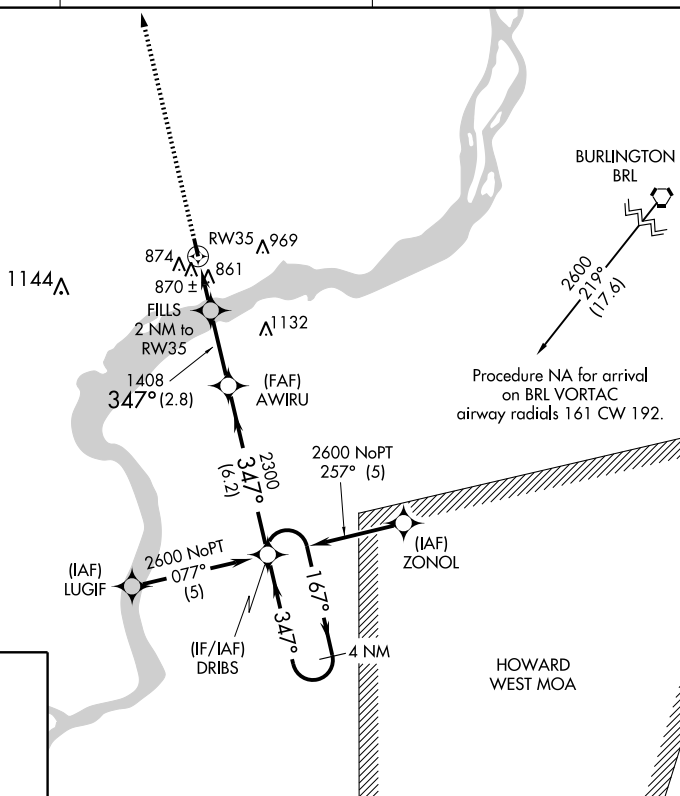
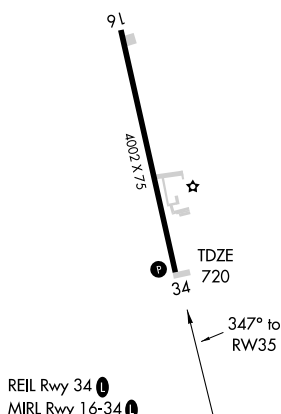
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) ①

MISSED APCH FIX



ELEV **724**



2600	HOTS	VGSI and descent angles not coincident.			
		AWIRU		4 NM Holding Pattern	
		FILLS 2 NM to RW35		167° → 2600	
		RW35		← 347°	
		2 NM		2.8 NM	
		6.2 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1180-1	460 (500-1)	1180-1½ 460 (500-1½)	1180-1½ 460 (500-1½)	
CIRCLING	1180-1	456 (500-1)	1180-1½ 456 (500-1½)	1280-2 556 (600-2)	

VORTAC BRL 111.4 Chan 51	APP CRS 253°	Rwy Idg TDZE Apt Elev N/A 724
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VOR/DME-A
FORT MADISON MUNI (FSW)

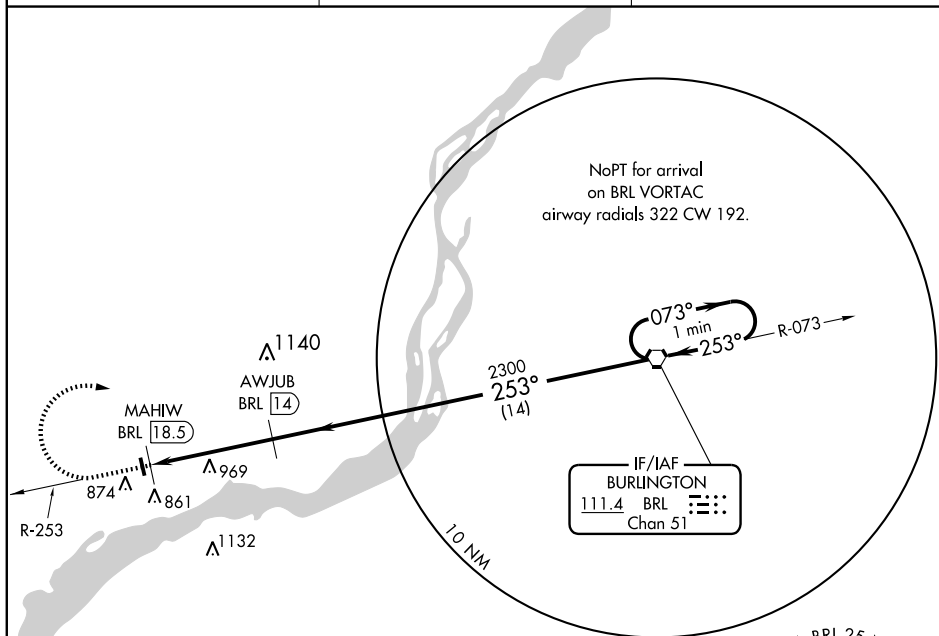
▼ Visibility reduction by helicopters NA. When local
altimeter setting not received, use Burlington
altimeter setting; increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 then climbing
right turn to 2600 direct BRL VORTAC and hold.

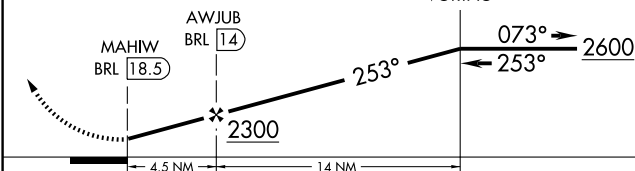
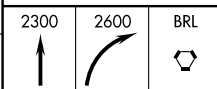
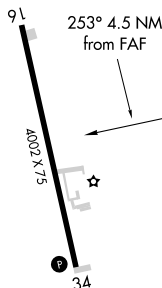
AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0



ELEV 724



CATEGORY	A	B	C	D
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

GREENFIELD MUNI (GFZ) 2 NE UTC-6(-5DT) N41°19.63' W94°26.71'OMAHA
L-10J, 12J
IAP

1364 B FUEL 100LL NOTAM FILE FOD

RWY 07-25: H3400X60 (CONC) MIRL

RWY 14-32: H2500X50 (CONC) S-7 MIRL

RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

AIRPORT REMARKS: Unattended. For fuel during daylight call 641-743-2183; nights call 641-743-2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate climb for holding on turnaround at thld of Rwy 14. MIRL Rwy 07-25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14-32, VASI and REIL Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 253° 36.6 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 338 GFZ N41°19.53' W94°26.61' at fld. NOTAM FILE FOD.

GRINNELL RGNL (GGI) 1 S UTC-6(-5DT) N41°42.59' W92°44.16'CHICAGO
H-5D, L-12J, 28F
IAP

1008 B FUEL 100LL, JET A NOTAM GGI

RWY 13-31: H5200X75 (CONC-GRVD) S-30, D-30 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34'. Thld displcd 200'. Pole.

RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34'. Thld displcd 200'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun 1900-0000Z. For fuel after hrs call 641-236-3019. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.725 (641) 236-9720.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.35 (FORT DODGE RADIO)

CHICAGO CENTER APP/DEP CON 127.05

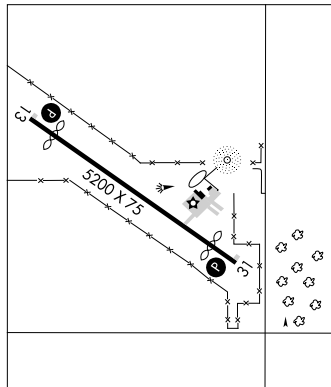
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 102° 17.3 NM to fld. 980/3E.

NDB (MHW) 248 GGI N41°42.56' W92°43.76' at fld. NOTAM

FILE GGI.

**GRUNDY CENTER MUNI** (6K7) 3 W UTC-6(-5DT) N42°21.05' W92°50.61'

CHICAGO

1075 NOTAM FILE FOD

RWY 17-35: 2250X60 (TURF)

RWY 17: Thld displcd 640'. Road.

RWY 35: Fence.

AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 displcd thld marked with three yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9**GUTHRIE CENTER** N41°40.91' W94°25.93' NOTAM FILE FOD.OMAHA
L-12J

NDB (MHW) 516 GCT at Guthrie Co Rgnl.

NDB GFZ 338	APP CRS 320°	Rwy Idg TDZE Apt Elev	2500 1361 1361
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NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

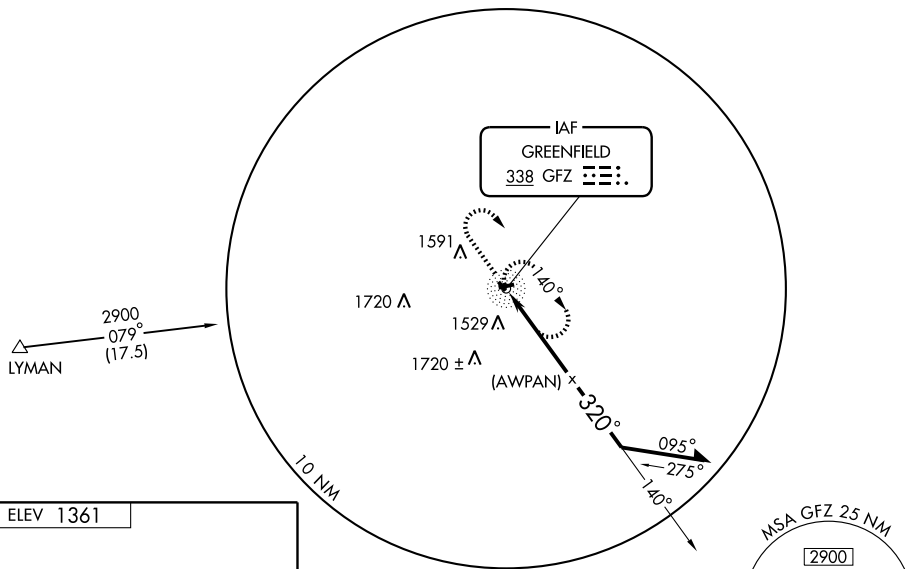
NA Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.

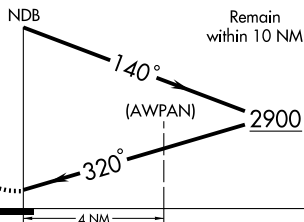
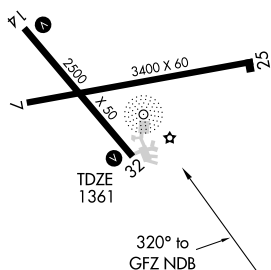
MINNEAPOLIS CENTER
125.65 306.950

(CTAF)
122.9

Δ1899



ELEV 1361



REIL Rwy 14 and 32
MIRL Rwy 7-25 and 14-32

CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)	NA	NA
CIRCLING	2000-1	639 (700-1)	NA	NA

GREENFIELD, IOWA

Amdt 1 09071

41°20'N-94°27'W

GREENFIELD MUNI (GFZ)
NDB or GPS RWY 32

GREENFIELD MUNI (GFZ) 2 NE UTC-6(-5DT) N41°19.63' W94°26.71'OMAHA
L-10J, 12J
IAP

1364 B FUEL 100LL NOTAM FILE FOD

RWY 07-25: H3400X60 (CONC) MIRL

RWY 14-32: H2500X50 (CONC) S-7 MIRL

RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

AIRPORT REMARKS: Unattended. For fuel during daylight call 641-743-2183; nights call 641-743-2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate climb for holding on turnaround at thld of Rwy 14. MIRL Rwy 07-25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14-32, VASI and REIL Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 253° 36.6 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 338 GFZ N41°19.53' W94°26.61' at fld. NOTAM FILE FOD.

GRINNELL RGNL (GGI) 1 S UTC-6(-5DT) N41°42.59' W92°44.16'CHICAGO
H-5D, L-12J, 28F
IAP

1008 B FUEL 100LL, JET A NOTAM GGI

RWY 13-31: H5200X75 (CONC-GRVD) S-30, D-30 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34'. Thld displcd 200'. Pole.

RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34'. Thld displcd 200'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun 1900-0000Z. For fuel after hrs call 641-236-3019. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.725 (641) 236-9720.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.35 (FORT DODGE RADIO)

CHICAGO CENTER APP/DEP CON 127.05

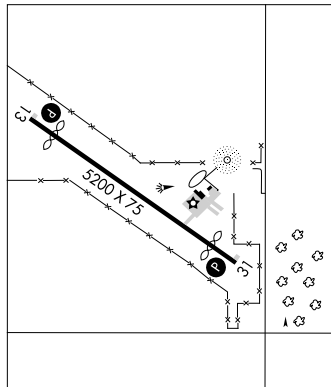
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 102° 17.3 NM to fld. 980/3E.

NDB (MHW) 248 GGI N41°42.56' W92°43.76' at fld. NOTAM

FILE GGI.

**GRUNDY CENTER MUNI** (6K7) 3 W UTC-6(-5DT) N42°21.05' W92°50.61'

CHICAGO

1075 NOTAM FILE FOD

RWY 17-35: 2250X60 (TURF)

RWY 17: Thld displcd 640'. Road.

RWY 35: Fence.

AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 displcd thld marked with three yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9**GUTHRIE CENTER** N41°40.91' W94°25.93' NOTAM FILE FOD.OMAHA
L-12J

NDB (MHW) 516 GCT at Guthrie Co Rgnl.

NDB GGI 248	APP CRS 121°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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NDB RWY 13

GRINNELL RGNL (GGI)

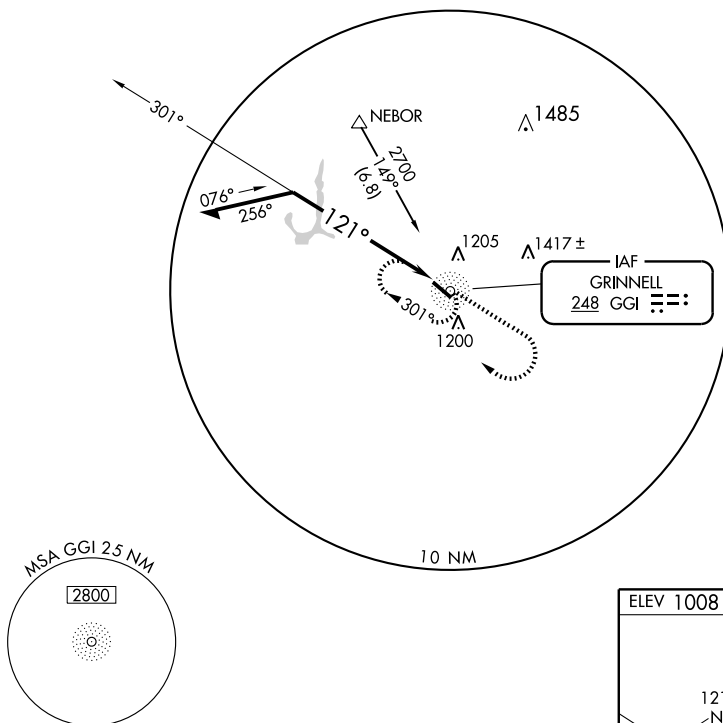
⚠ When local altimeter setting not received, use Newton
altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn
direct GGI NDB and hold.

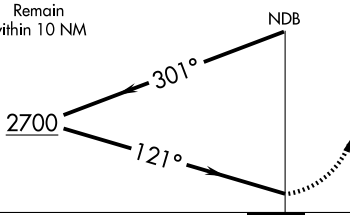
AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

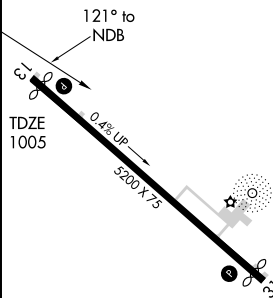


2700



GGI
248

ELEV 1008



CATEGORY	A	B	C	D
S-13	1620-1 615 (700-1)		1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31 0
MIRL Rwy 13-31 0

APP CRS **309°**
 Rwy ldg **5000**
 TDZE **1008**
 Apt Elev **1008**

RNAV (GPS) RWY 31

GRINNELL RGNL (GGI)

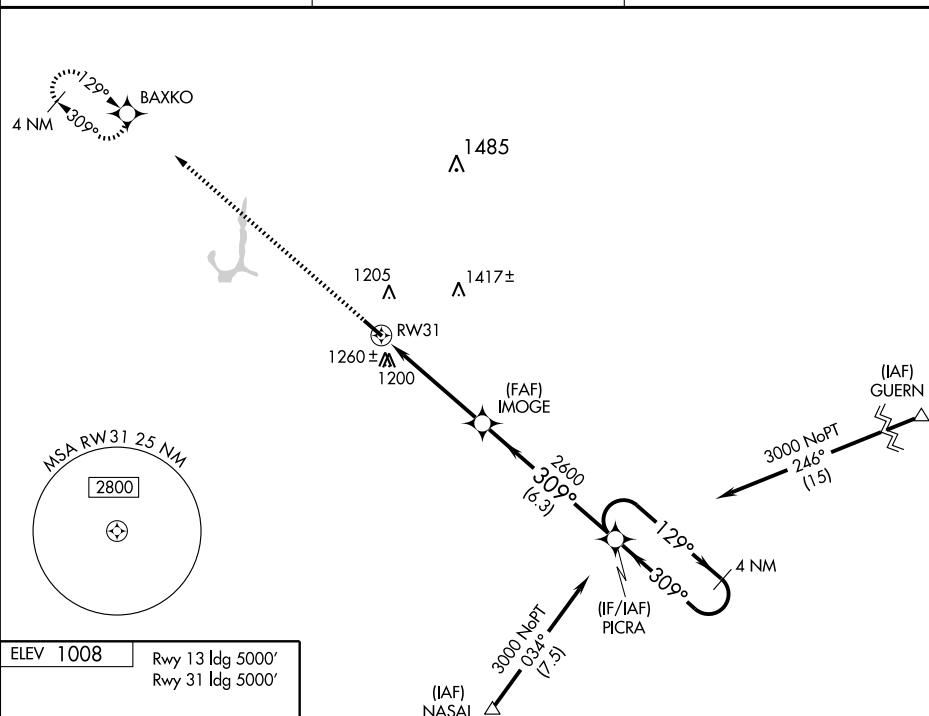
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
 Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

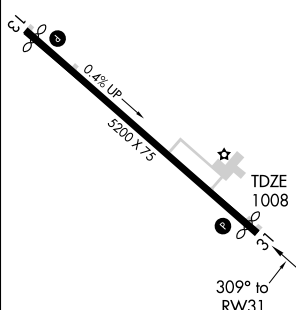
AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF)

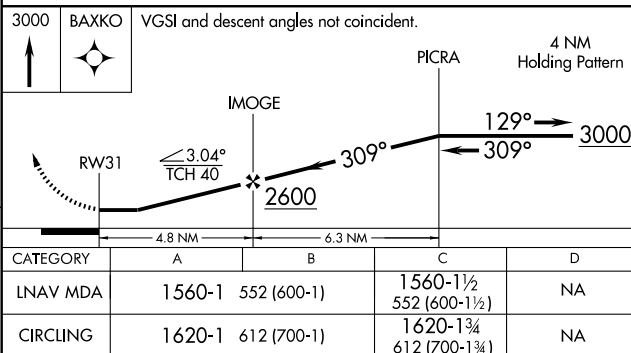


ELEV **1008**
 Rwy 13 ldg 5000'
 Rwy 31 ldg 5000'



REIL Rwy 13 and 31
 MRL Rwy 13-31

Procedure NA for arrivals at NASAL via V6-8 westbound.



VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE Apt Elev 5000 1008 1008
---	------------------------	--

VOR/DME RWY 31

GRINNELL RGNL (GGI)

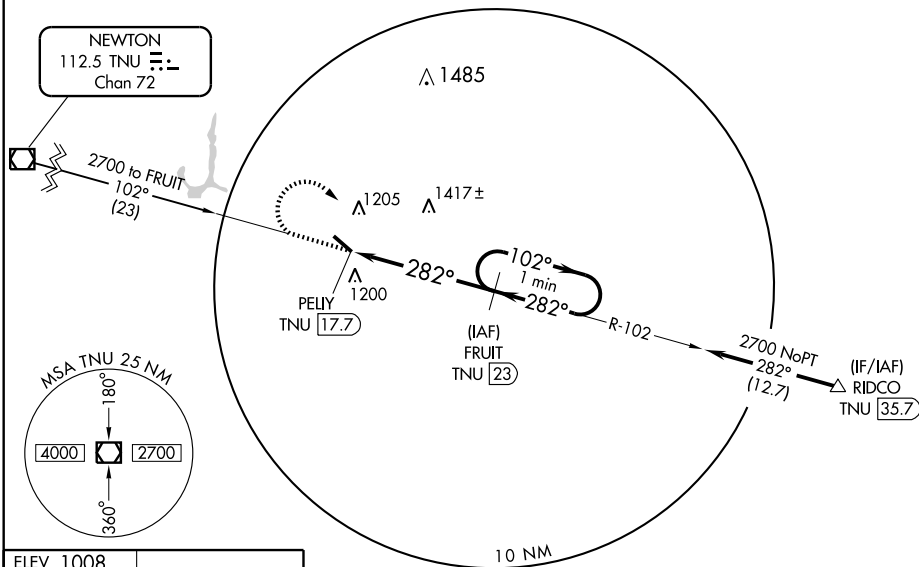
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

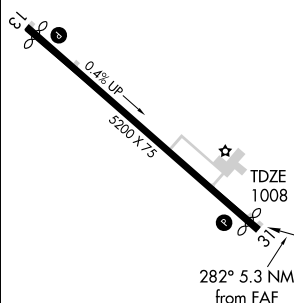
AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

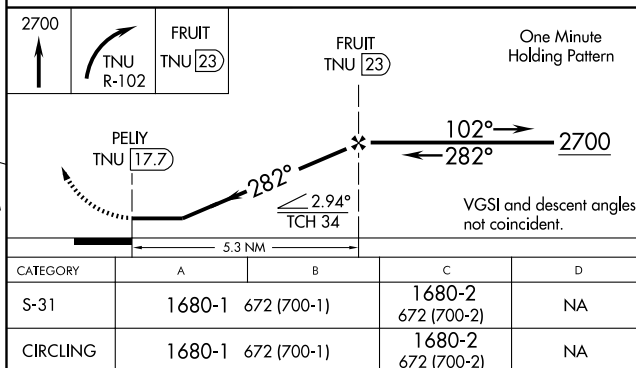
UNICOM
122.8 (CTAF) 0



ELEV 1008



Procedure NA for arrivals at RIDCO via V294 northeast bound.



REIL Rwy 13 and 31 **0**
MIRL Rwy 13-31 **0**

GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC-6(-5DT) N41°41.22' W94°26.10'

1221 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3407X60 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Road.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

AIRPORT REMARKS: Unattended. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

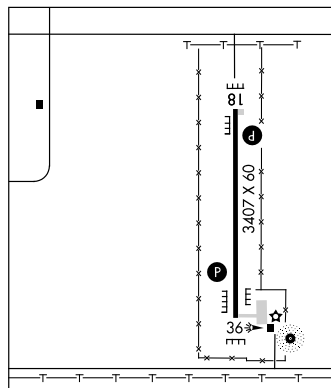
W93°58.06' 335° 68.8 NM to fld. 1140/7E. HIWAS.

GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91' W94°25.93' at fld.

OMAHA

L-121

IAP



HAMPTON MUNI (HPT) 2 SW UTC-6(-5DT) N42°43.42' W93°13.58'

1176 B S2 FUEL 100LL, JET A NOTAM FILE FOD

RWY 17-35: H4018X75 (CONC) S-12 MIRL 0.4% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 515-571-5733 or 641-456-3409 (Police Dept). Radio controlled acft ops in area. ACTIVATE MIRL Rwy 17-35 PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.925 (641) 456-4055.

COMMUNICATIONS: CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 162° 22.7 NM to fld. 1210/6E.

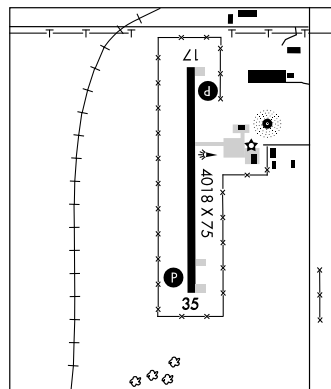
NDB (MHW) 230 HPT N42°43.53' W93°13.50' at fld.

NOTAM FILE FOD. Unmonitored.

OMAHA

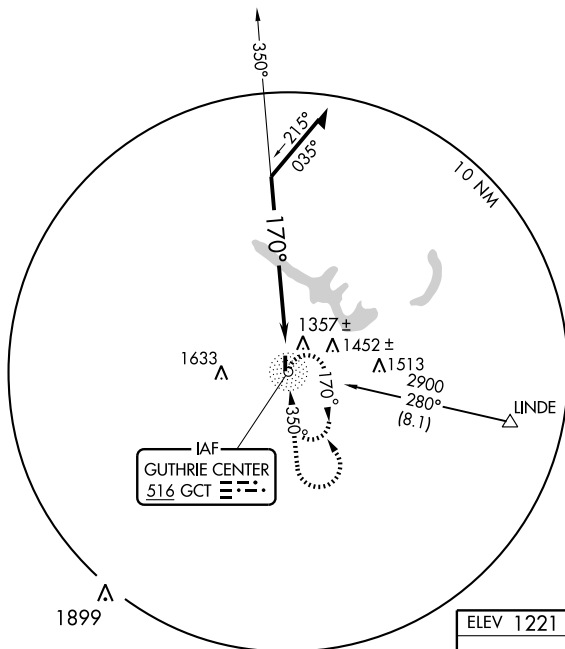
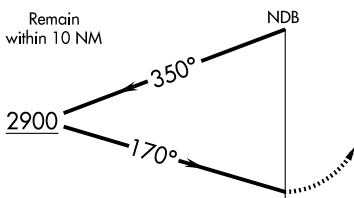
L-121

IAP



NDB GCT
516APP CRS
170°Rwy Idg **3407**
TDZE **1221**
Apt Elev **1221****NDB RWY 18**

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

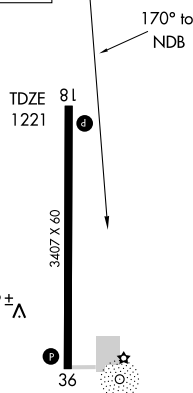
▼ Use Audubon altimeter setting; when not received
use Carroll altimeter setting.MISSED APPROACH: Climb to 2700, then climbing left turn to
2900 direct GCT NDB and hold.AUDUBON AWOS-3
118.075DES MOINES APP CON
135.2 360.7UNICOM
122.8 (CTAF) 0Remain
within 10 NM

2700

2900

GCT

ELEV 1221



CATEGORY

A

B

C

D

S-18

1780-1 559 (600-1)

NA

CIRCLING

1780-1 559 (600-1)

NA

REIL Rwy 18 and 36 0

MIRL Rwy 18-36 0

GUTHRIE CENTER, IOWA

Orig-A 06MAY10

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

41°41'N - 94°26'W

NDB RWY 18

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **177°**
 Rwy Idg **3407**
 TDZE **1221**
 Apt Elev **1221**

RNAV (GPS) RWY 18

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

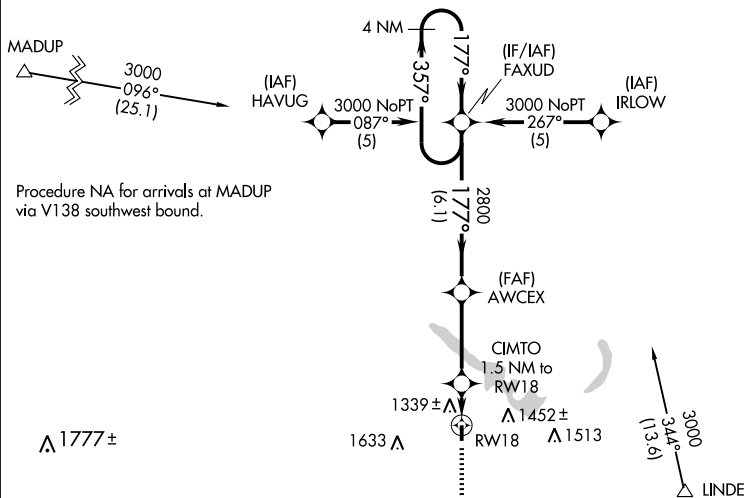
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

AUDUBON AWOS-3
118.075

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



ELEV **1221**

TDZE **81**
1221

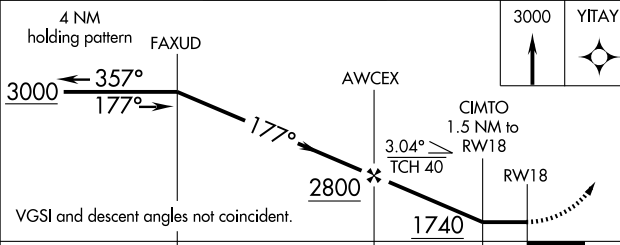
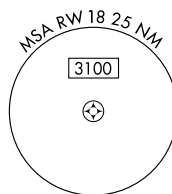
177° to
 RWY 18

1319±
 △

36

REIL Rwy 18 and 36 **0**
 MRL Rwy 18-36 **0**

MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	1660-1	439 (500-1)	NA	NA
CIRCLING	1720-1	499 (500-1)	NA	NA

APP CRS **357°**
 Rwy Idg **3407**
 TDZE **1221**
 Apt Elev **1221**

RNAV (GPS) RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

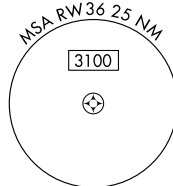
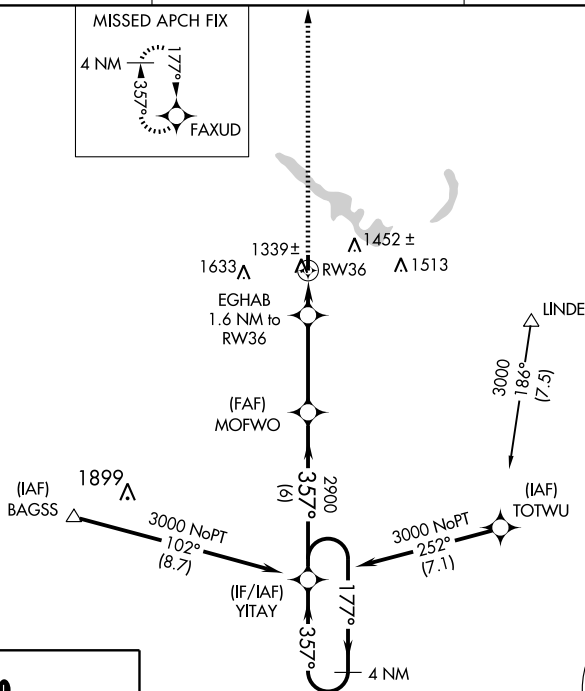
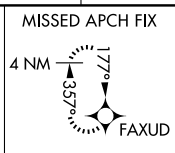
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

AUDUBON AWOS-3
118.075

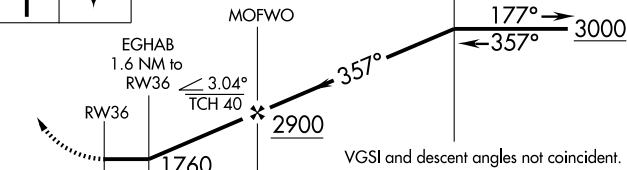
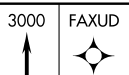
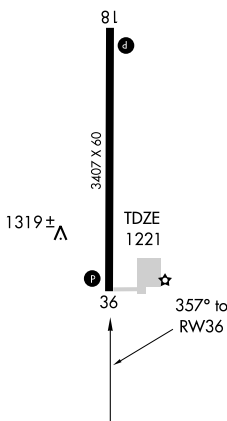
DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



ELEV **1221**

REIL Rwy 18 and 36 **0**
 MRL Rwy 18-36 **0**



CATEGORY	A	B	C	D
LNAV MDA	1660-1	439 (500-1)	NA	NA
CIRCLING	1720-1	499 (500-1)	NA	NA

GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC-6(-5DT) N41°41.22' W94°26.10'

1221 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3407X60 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Road.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

AIRPORT REMARKS: Unattended. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

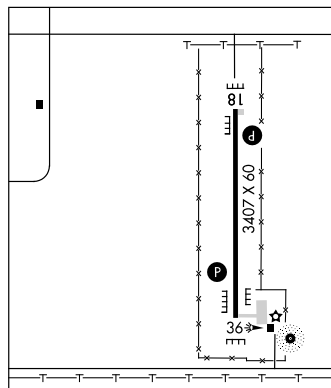
W93°58.06' 335° 68.8 NM to fld. 1140/7E. HIWAS.

GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91' W94°25.93' at fld.

OMAHA

L-121

IAP



HAMPTON MUNI (HPT) 2 SW UTC-6(-5DT) N42°43.42' W93°13.58'

1176 B S2 FUEL 100LL, JET A NOTAM FILE FOD

RWY 17-35: H4018X75 (CONC) S-12 MIRL 0.4% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 515-571-5733 or 641-456-3409 (Police Dept). Radio controlled acft ops in area. ACTIVATE MIRL Rwy 17-35 PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.925 (641) 456-4055.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 162° 22.7 NM to fld. 1210/6E.

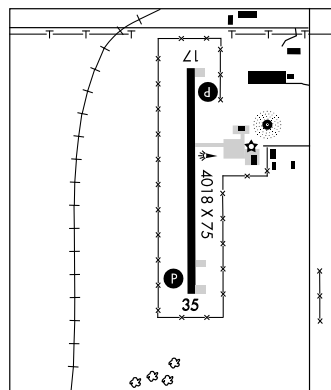
NDB (MHW) 230 HPT N42°43.53' W93°13.50' at fld.

NOTAM FILE FOD. Unmonitored.

OMAHA

L-121

IAP



NDB HPT
230

APP CRS
179°

Rwy Idg	4018
TDZE	1176
Apt Elev	1176

NDB RWY 17

HAMPTON MUNI (HPT)

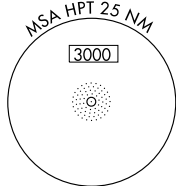
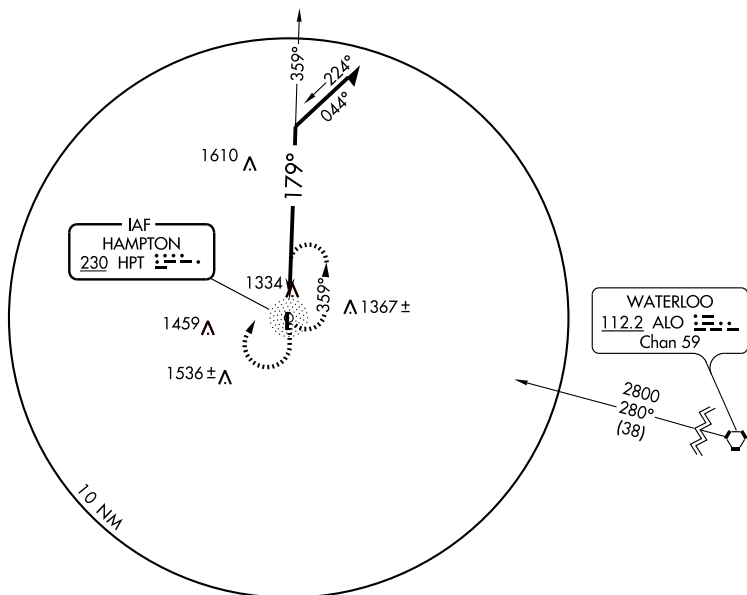


Use Mason City altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.

AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) **L**

2800



HPT
230

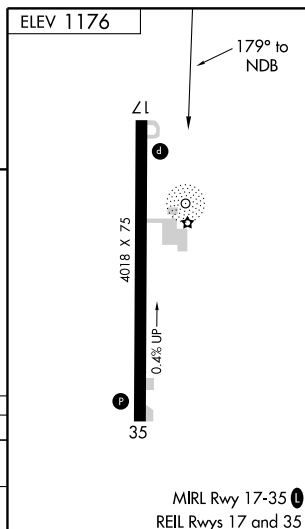
NDE

 $1637 \pm$

Remain
within 10 NM

359.

CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	



HAMPSON, IOWA

Amdt 4A 10042

HAMPTON MUNI (HPT)

NDB RWY 17

42°43'N-93°14'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS 177°	Rwy ldg 4018
	TDZE 1176
	Apt Elev 1176

RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

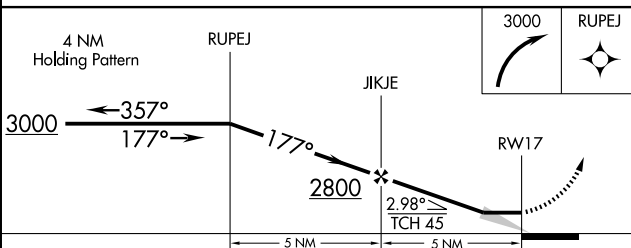
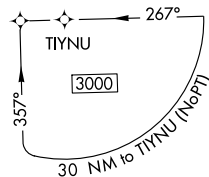
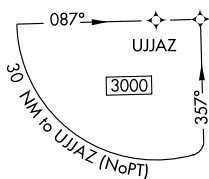
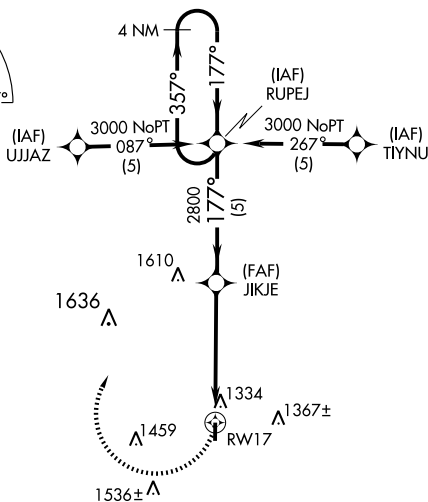
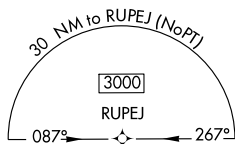
▼ Use Mason City altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

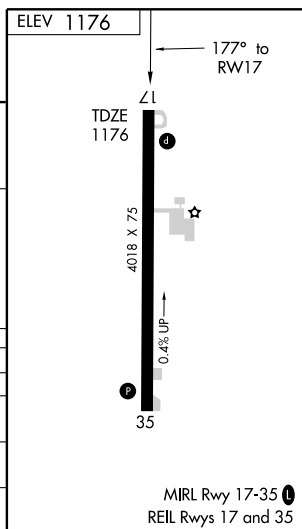
AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1660-1	484 (500-1)	NA	
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)	NA	



APP CRS	Rwy Idg	4018
357°	TDZE	1175
	Apt Elev	1176

RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

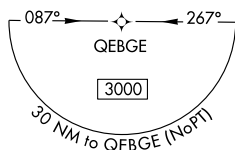
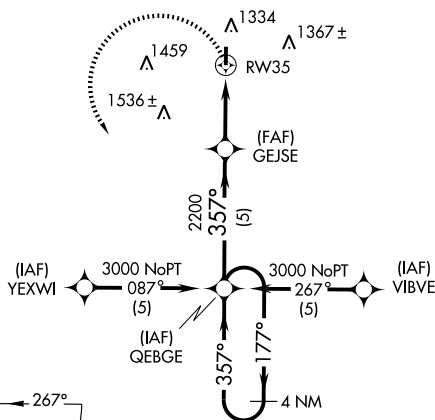
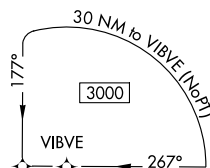
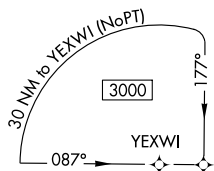
▼ Use Mason City altimeter setting.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

AWOS-3
121.925

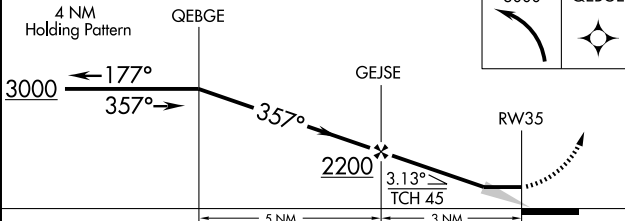
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



▲ 1637±

4 NM
Holding Pattern



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/ VNAV DA			NA	
LNAV MDA	1880-1	705 (800-1)		NA
CIRCLING	1880-1	704 (800-1)		NA

ELEV 1176



VORTAC MCW 114.9 Chan 96	APP CRS 343°	Rwy Idg 4018 TDZE 1175 Apt Elev 1176
--	------------------------	---

VOR/DME RWY 35

HAMPTON MUNI (HPT)



Use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

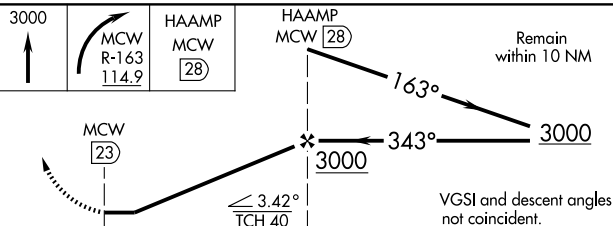
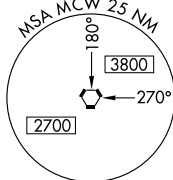
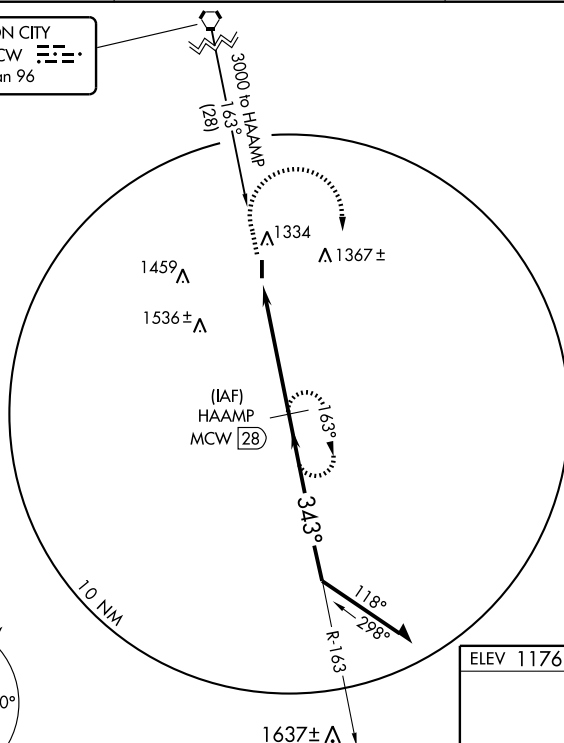
AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

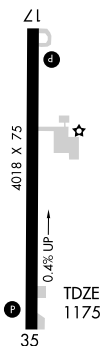
MASON CITY

114.9 MCW
Chan 96



CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176 REIL Rwy 17 and 35
MIRL Rwy 17-35 0



343° 5 NM
from FAF

HARLAN MUNI (HNR) 3 SW UTC-6(-5DT) N41°35.06' W95°20.38'

OMAHA

1231 B FUEL 100LL, JET A, MOGAS NOTAM FILE HNR

L-121

RWY 15-33: H4100X75 (ASPH-CONC) S-20, D-25 MIRL 0.9% up NW

IAP

RWY 15: PAPI(P2L)—GA 4.0° TCH 34'. Tree.

RWY 33: PAPI(P2L)—GA 3.0° TCH 34'. Road.

RWY 03-21: 1692X120 (TURF)

RWY 03: Fence. RWY 21: Fence.

AIRPORT REMARKS: Attended Apr-Sep 1400-0000Z†, Oct-Mar 1400-dusk. Rwy 15 is calm wind rwy. Rwy 03-21 thlds and sides marked with cones. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

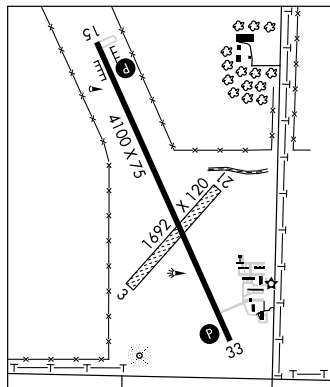
WEATHER DATA SOURCES: AWOS-3 118.325 (712) 744-4400**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 028° 30.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 272 HNR N41°34.74' W95°20.46' at fld.
NOTAM FILE HNR. Unmonitored. SHUTDOWN.

**HILLZ** N41°45.10' W90°23.43' NOTAM FILE CWI.

CHICAGO

NDB (LOM) 517 FN 030° 5.5 NM to Clinton Muni.

HUMBOLDT MUNI (ØK7) 1 W UTC-6(-5DT) N42°44.16' W94°14.71'

OMAHA

1093 FUEL 100LL, MOGAS NOTAM FILE FOD

L-121

RWY 12-30: H3417X60 (ASPH) S-4 MIRL

RWY 12: SAVASI(S2L). Trees. RWY 30: REIL. SAVASI(S2L). Pole.

AIRPORT REMARKS: Unattended. For svc after hrs call (515) 332-4215 (arpt manager). Self service credit card fuel. Migratory bird hazard on and in vof arpt. Rwy 30 REIL OTS indef. Rwy lgts on low intensity dusk-dawn, ACTIVATE CTAF 5 times for high intensity only.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 009° 7.8 NM to fld. 1164/7E.
HIWAS.

IDA GROVE MUNI (IDG) 2 SE UTC-6(-5DT) N42°19.96' W95°26.69'

OMAHA

1245 B FUEL 100LL NOTAM FILE FOD

L-121

RWY 12-30: H3172X50 (ASPH) LIRL

RWY 12: Thld dsplcd 350'. Trees. RWY 30: Thld dsplcd 290'. Road.

AIRPORT REMARKS: Attended on call. For fuel between 1400-2300Z† call 712-364-2428 (City Hall) after 2300Z† call 712-364-3146 (Sheriff's Office). 600' model airplane rwy located ½ mile N of arpt, do not mistake for arpt rwy. For LIRL Rwy 12-30 key CTAF 7 times for med ints only.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 082° 39.1 NM to fld. 1087/9E.
HIWAS.

APP CRS	Rwy ldg	4100
150°	TDZE	1231
	Apt Elev	1231

GPS RWY 15

HARLAN MUNI (HNR)

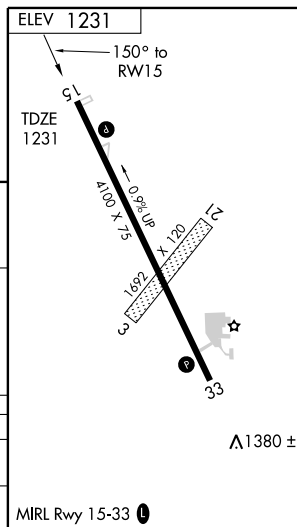
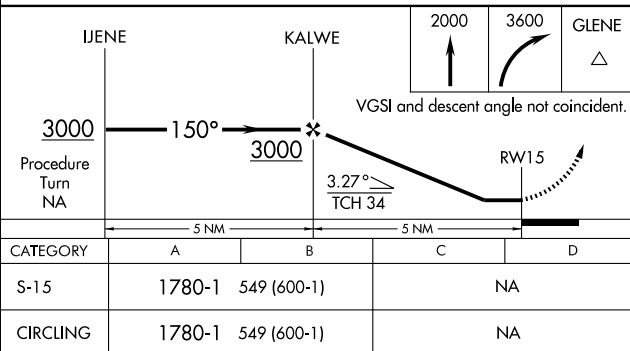
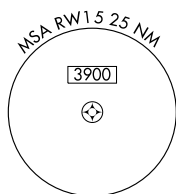
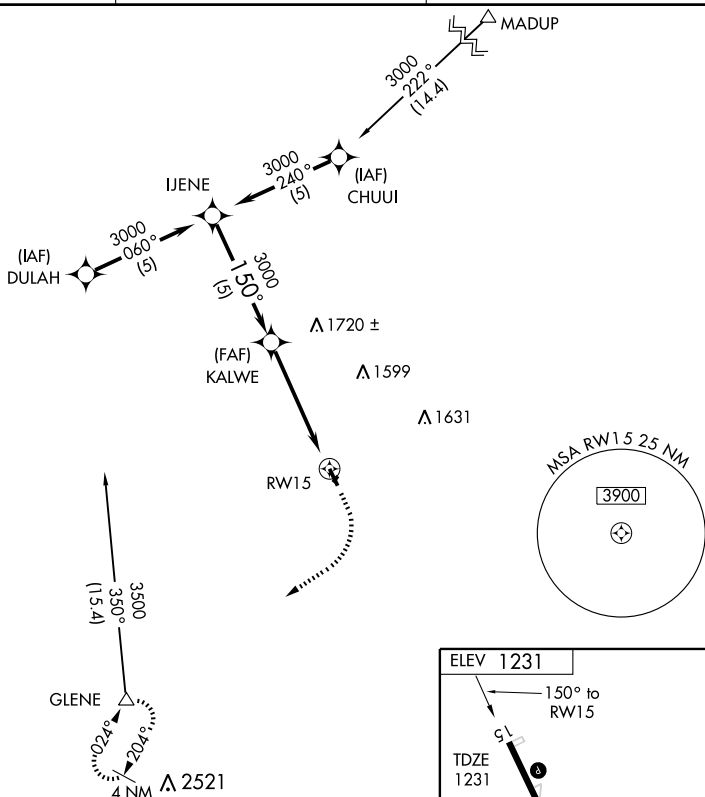
T
A NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **1**



APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231

GPS RWY 33

HARLAN MUNI (HNR)

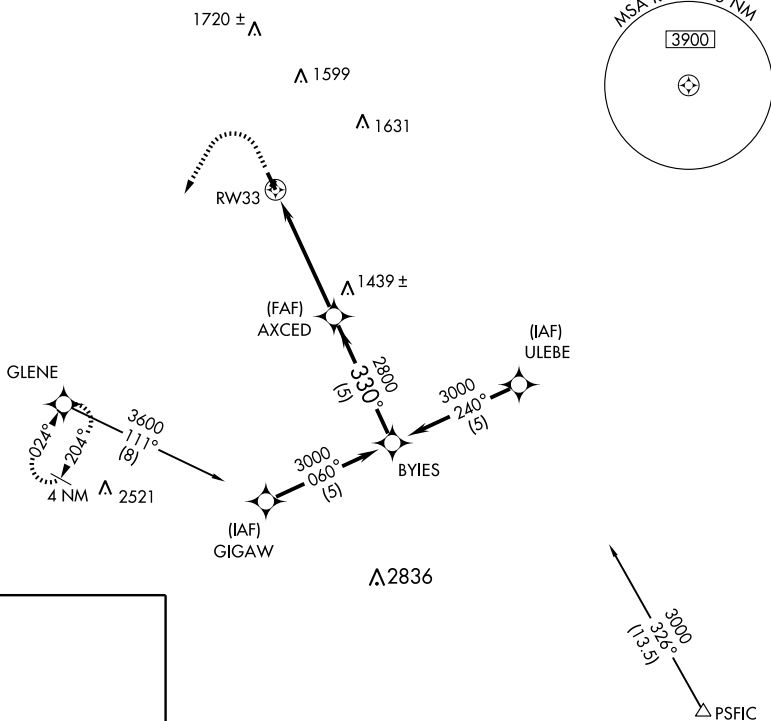
T
Δ NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

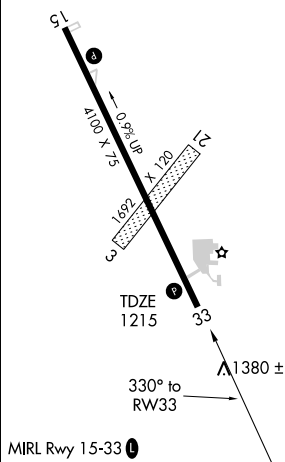
AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)



ELEV 1231



	2000	3600	GLENE	
			AXCED	BYIES
			2800	3000
			330°	Procedure Turn NA
			2.96° TCH 34	
			5 NM	5 NM
CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	NA
CIRCLING	1780-1	549 (600-1)	NA	NA

INDEPENDENCE MUNI (IIB) 3 SW UTC-6(-5DT) N42°27.41' W91°56.86'

979 B S4 FUEL 100LL, JET A NOTAM FILE IIB Not insp.

RWY 17-35: H5500X100 (CONC) S-40, D-60 MIRL

0.2% up S

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

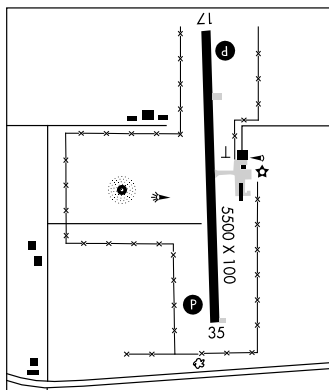
AIRPORT REMARKS: Attended 1300Z±—dusk. MIRL Rwy 17-35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.825 (319) 334-3879.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.**WATERLOO (H) VORTAC** 112.2 ALO Chan 59 N42°33.39'W92°23.94' 100° 21 NM to fld. 865/6E. **HIWAS.****WAPSIE NDB (MHW)** 206 IIB N42°27.13' W91°57.06' at fld.

NOTAM FILE IIB.

**CHICAGO**

H-5D, L-28F

IAP

IOWA CITY N41°31.14' W91°36.80' NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E.**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)**CHICAGO**

H-5D, L-28G

IOWA CITY MUNI (IOW) 2 SW UTC-6(-5DT) N41°38.39' W91°32.89'

668 B S4 FUEL 100LL, JET A TPA-1668(1000) NOTAM FILE IOW

RWY 07-25: H5004X100 (CONC-GRVD) S-15, D-20 MIRL 0.7% up SW

RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51'. Pole. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 808'. Tree.

RWY 12-30: H3900X75 (CONC) S-25, D-45 MIRL

0.3% up NW

RWY 12: Tree. Rgt tfc.

RWY 30: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5004 TODA-5154 ASDA-4196 LDA-4196

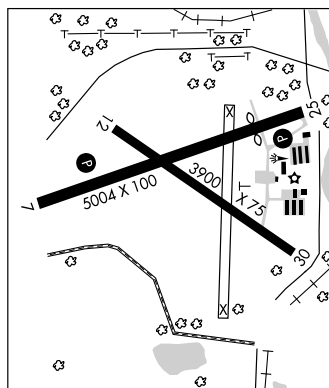
RWY 25: TORA-5004 TODA-5004 ASDA-5004 LDA-4196

AIRPORT REMARKS: Attended May-Oct 1200-0300Z±, Nov-Apr 1300-0300Z±. Waterfowl and deer on and in/ovf arpt. Glider activity on and in/ovf arpt. Numerous unlighted cranes 200' AGL 2 NM radius of arpt. Helicopter activity ¼ mile N of arpt in/ovf University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319-356-5045. MIRL Rwy 07-25 and Rwy 12-30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: ASOS 128.075 (319) 339-9491 (except thunderstorm).

COMMUNICATIONS: CTAF/UNICOM 122.8**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)

Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100-0530Z±) **CLNC DEL** 119.05

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 N41°31.14' W91°36.80'**CHICAGO**

H-5D, L-28G

IAP

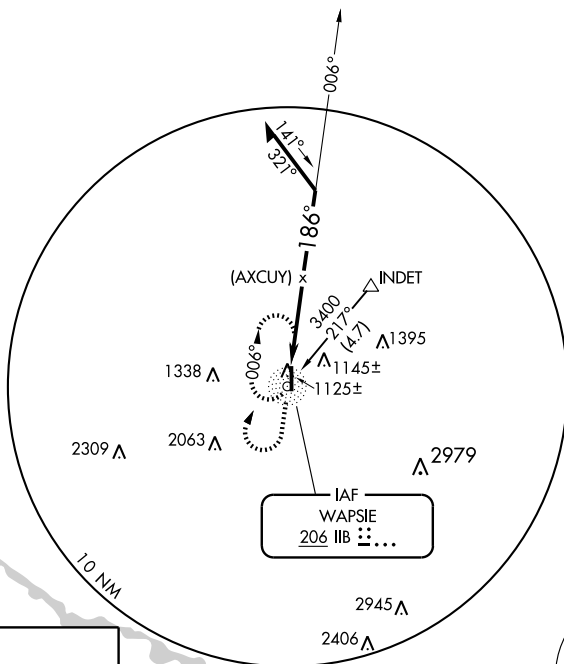
017° 7.8 NM to fld. 770/5E.

NDB IIB
206APP CRS
186°Rwy Idg **5500**
TDZE **977**
Apt Elev **978****NDB or GPS RWY 17**
INDEPENDENCE MUNI (IIB)

NA

Use Waterloo altimeter setting.

MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3
120.825WATERLOO APP CON ★
118.9 251.15UNICOM
122.8 (CTAF) 0

ELEV 978

186° to
NDBTDZE
977

5500 X 100

35

TDZL Rwy 35

MIRL Rwy 17-35 0

REIL Rws 17 and 35 0

3100

IIB 186°

IIB

206

NDB

Remain
within 10 NM

(AXCUY)

3100

186°

4 NM

CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA
CIRCLING	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA

INDEPENDENCE MUNI (IIB) 3 SW UTC-6(-5DT) N42°27.41' W91°56.86'

979 B S4 FUEL 100LL, JET A NOTAM FILE IIB Not insp.

RWY 17-35: H5500X100 (CONC) S-40, D-60 MIRL

0.2% up S

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

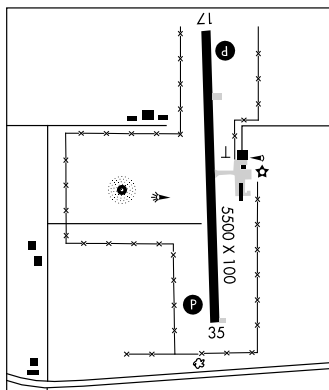
AIRPORT REMARKS: Attended 1300Z±—dusk. MIRL Rwy 17-35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.825 (319) 334-3879.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.**WATERLOO (H) VORTAC** 112.2 ALO Chan 59 N42°33.39'W92°23.94' 100° 21 NM to fld. 865/6E. **HIWAS.****WAPSIE NDB (MHW)** 206 IIB N42°27.13' W91°57.06' at fld.

NOTAM FILE IIB.

**CHICAGO**

H-5D, L-28F

IAP

IOWA CITY N41°31.14' W91°36.80' NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E.**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)**CHICAGO**

H-5D, L-28G

IOWA CITY MUNI (IOW) 2 SW UTC-6(-5DT) N41°38.39' W91°32.89'

668 B S4 FUEL 100LL, JET A TPA-1668(1000) NOTAM FILE IOW

RWY 07-25: H5004X100 (CONC-GRVD) S-15, D-20 MIRL 0.7% up SW

RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51'. Pole. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 808'. Tree.

RWY 12-30: H3900X75 (CONC) S-25, D-45 MIRL

0.3% up NW

RWY 12: Tree. Rgt tfc.

RWY 30: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5004 TODA-5154 ASDA-4196 LDA-4196

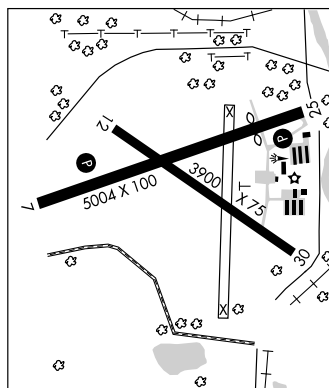
RWY 25: TORA-5004 TODA-5004 ASDA-5004 LDA-4196

AIRPORT REMARKS: Attended May-Oct 1200-0300Z±, Nov-Apr 1300-0300Z±. Waterfowl and deer on and in/ovf arpt. Glider activity on and in/ovf arpt. Numerous unlighted cranes 200' AGL 2 NM radius of arpt. Helicopter activity ¼ mile N of arpt in/ovf University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319-356-5045. MIRL Rwy 07-25 and Rwy 12-30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: ASOS 128.075 (319) 339-9491 (except thunderstorm).

COMMUNICATIONS: CTAF/UNICOM 122.8**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)

Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100-0530Z±) **CLNC DEL** 119.05

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 N41°31.14' W91°36.80'**CHICAGO**

H-5D, L-28G

IAP

017° 7.8 NM to fld. 770/5E.

WAAS CH 58207 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	4196 657 684
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RNAV (GPS) RWY 25

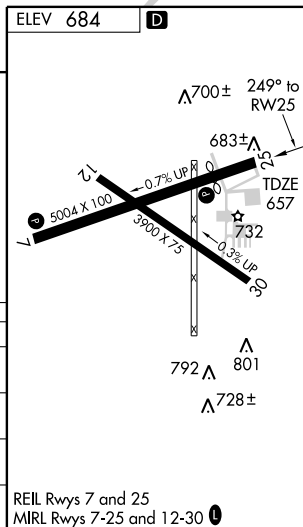
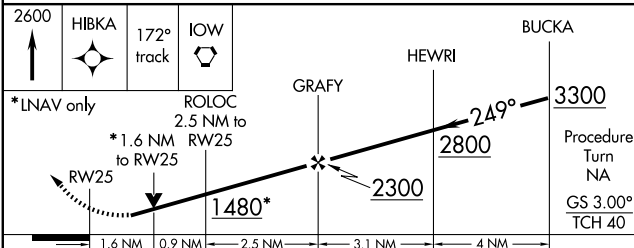
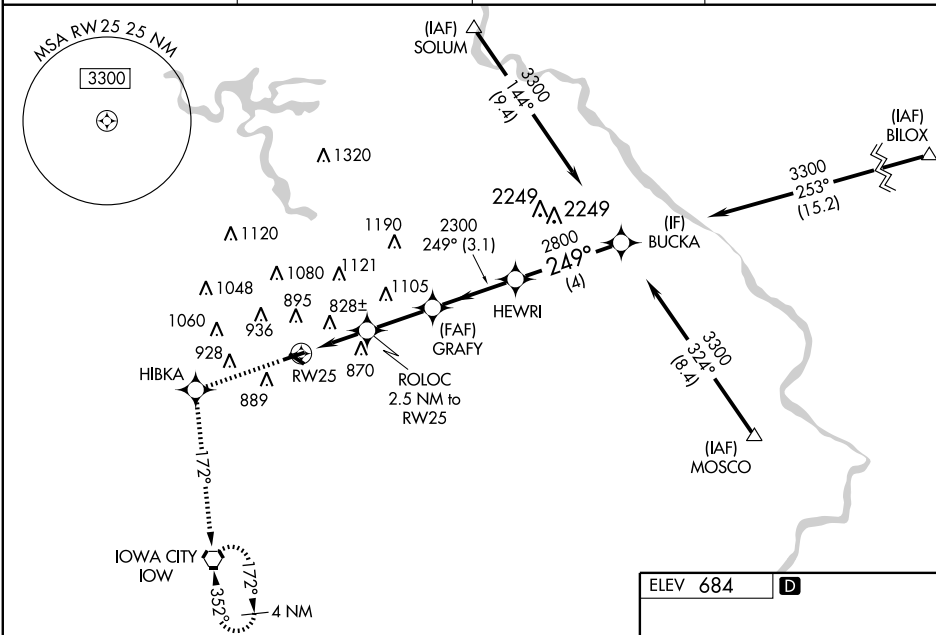
IOWA CITY MUNI (IOW)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1051-1½ 394 (400-1½)		NA	
LNAV/VNAV DA	1161-1¾ 504 (500-1¾)		NA	
LNAV MDA	1200-1 543 (600-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

APP CRS **303°**
 Rwy ldg TDZE **656**
 Apt Elev **684**

RNAV (GPS) RWY 30

IOWA CITY MUNI (IOW)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

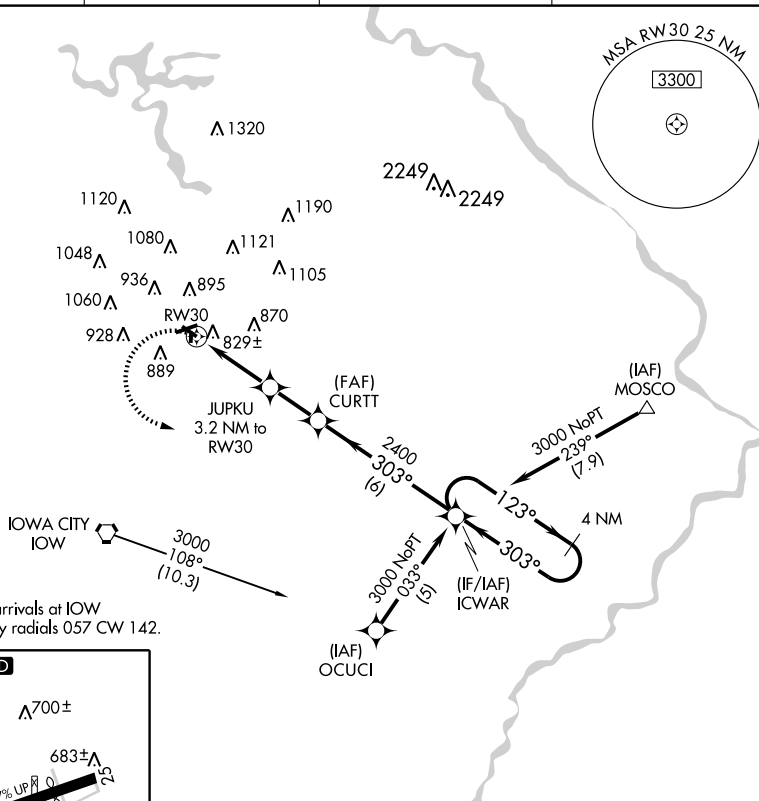
MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS
128.075

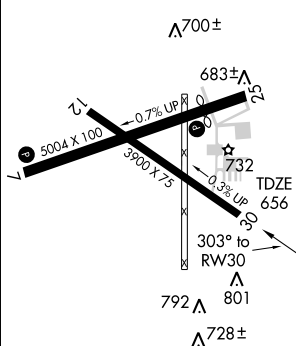
CEDAR RAPIDS APP CON ★
119.7 266.8

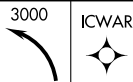



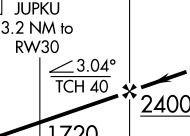




CLNC DEL
119.05

UNICOM
122.8 (CTAF) ①



ELEV 684



					
					
					
CATEGORY	A	B	C	D	
RNAV MDA	1100-1	444 (500-1)	NA		
CIRCLING	1260-1	576 (600-1)	NA		

REIL Rwy 7 and 25
 MRL Rwy 7-25 and 12-30 ①

IOWA CITY, IOWA
 Orig 10098

41°38'N - 91°33'W

IOWA CITY MUNI (IOW)
RNAV (GPS) RWY 30

VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev	N/A N/A 668
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VOR-A
IOWA CITY MUNI (IOW)

T If local altimeter setting not received, use Cedar Rapids
A altimeter setting and increase all MDAs 80 feet.

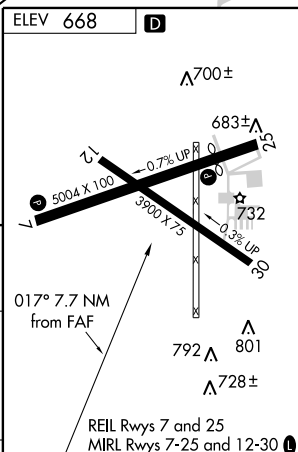
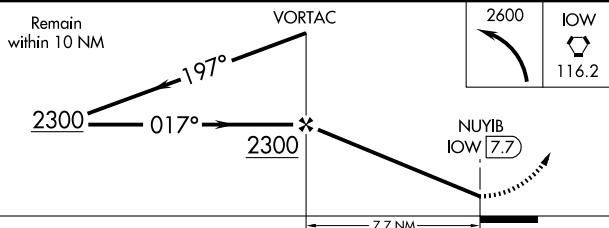
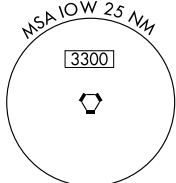
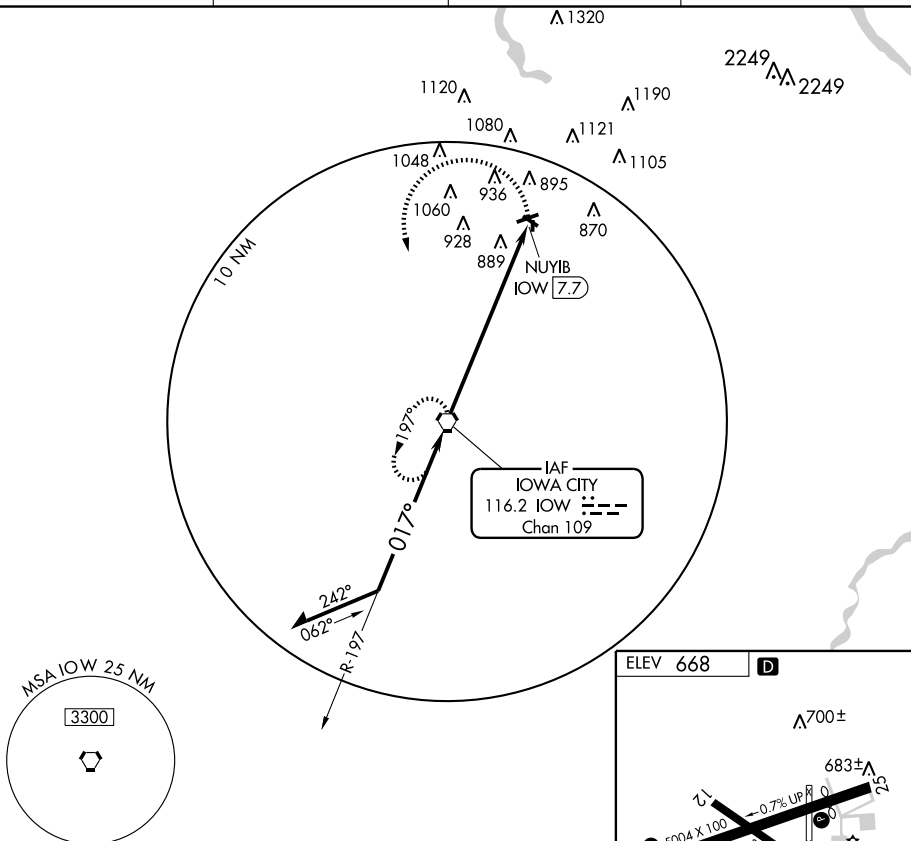
MISSED APPROACH: Climbing left turn to 2600 direct LOW VORTAC and hold.

ASOS
128.075

CEDAR RAPIDS APP CON ★
119.7 266.8

CLNC DEL
119.05

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	1280-1 612 (700-1)		NA	

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

IOWA CITY, IOWA
Orig 10098

IOWA CITY MUNI (IOW)
VOR-A

41°38'N - 91°33'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

IOWA FALLS MUNI (IFA) 3 S UTC-6(-5DT) N42°28.25' W93°16.20'

OMAHA

1137 B S2 FUEL 100LL NOTAM FILE IFA

L-12J

RWY 13-31: H4001X75 (ASPH) S-13 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

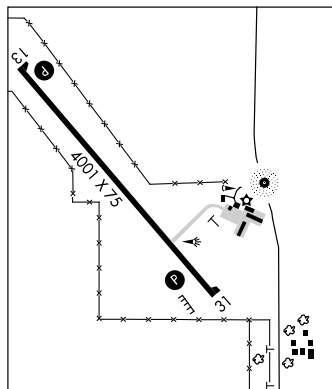
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13-31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.425 (641) 648-2469.**COMMUNICATIONS:** CTAF/UNICOM 122.8① **WATERLOO APP/DEP CON** 118.9 (1200-0200Z†)**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.**MASON CITY (H) VORTACW** 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 170° 37.5 NM to fld. 1210/6E.

NDB (MHW) 368 IFA N42°28.60' W93°15.93' at fld.

Unmonitored. NOTAM FILE FOD.

**JAMES G. WHITING MEM FLD** (See MAPLETON)**JEFFERSON MUNI** (EFW) 2 E UTC-6(-5DT) N42°00.64' W94°20.54'

OMAHA

1044 B S2 FUEL 100LL NOTAM FILE FOD

L-12I

RWY 14-32: H3198X75 (CONC) S-11 MIRL

IAP

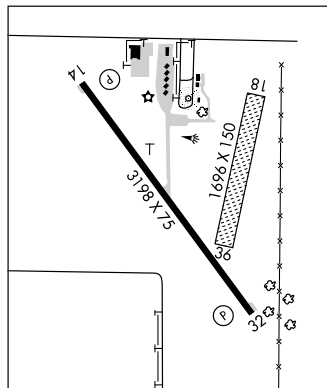
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Fence.

RWY 18-36: 1696X150 (TURF)

RWY 18: Road. RWY 36: P-lines.

AIRPORT REMARKS: Attended 1500-0300Z†. CAUTION: Ultralight activity on and in/ov arpt. Rwy 32 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'W94°17.69' 176° 36.1 NM to fld. 1164/7E. **HIWAS.****NDB (MHW)** 391 EFW N42°00.81' W94°20.56' at fld.**JUDGE LEWIS FLD MT AYR MUNI** (See MOUNT AYR)

NDB IFA 368	APP CRS 330°	Rwy Idg TDZE Apt Elev	4001 1137 1137
-----------------------	------------------------	-----------------------------	---

NDB RWY 31

IOWA FALLS MUNI (IFA)



NA

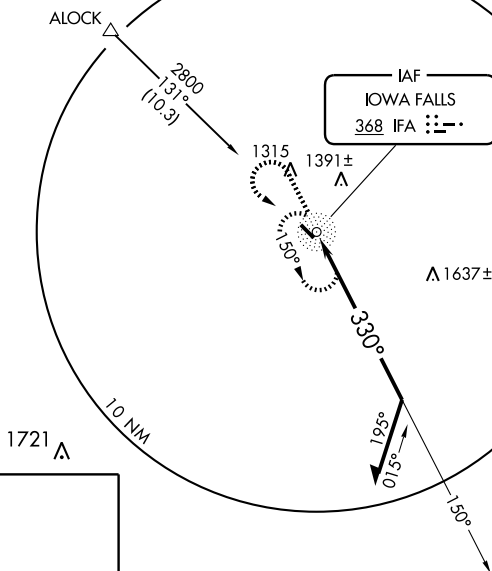
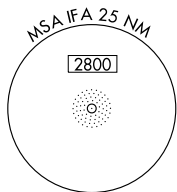
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

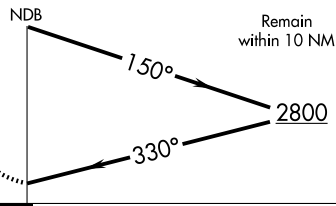
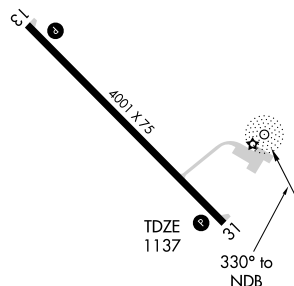
AWOS
120.425

WATERLOO APP CON ★
118.9

UNICOM
122.8 (CTAF) **0**



ELEV 1137



CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31 **0**

APP CRS	Rwy Idg	4001
312°	TDZE	1137
	Apt Elev	1137

RNAV (GPS) RWY 31
IOWA FALLS MUNI (IFA)

IOWA FALLS MUNI (IFA)

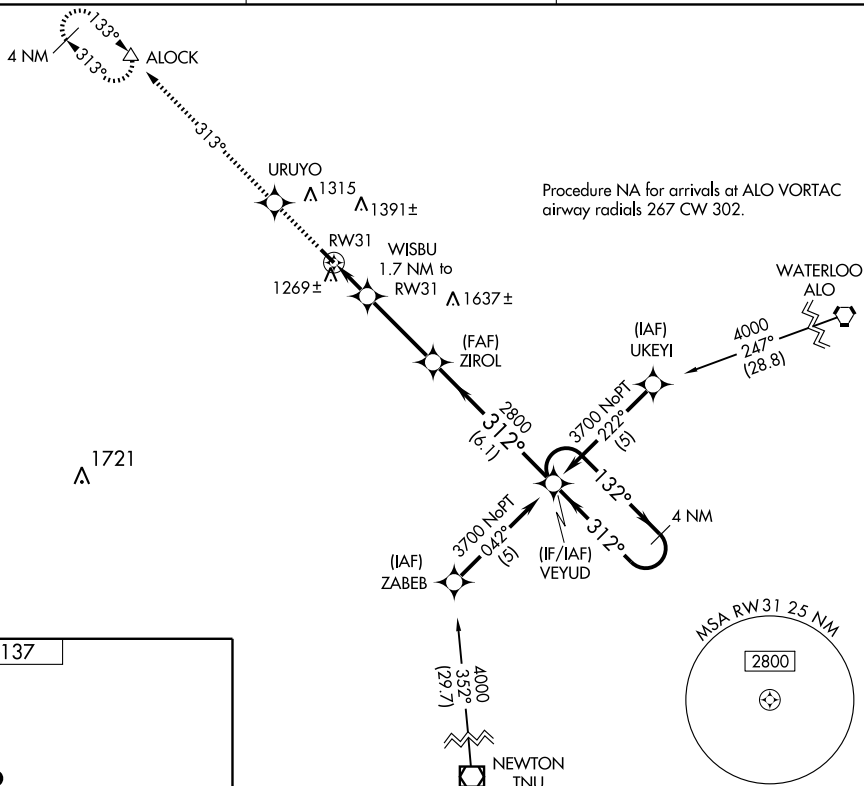
T	DME/DME RNP-0.3 NA.
A	When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet. VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

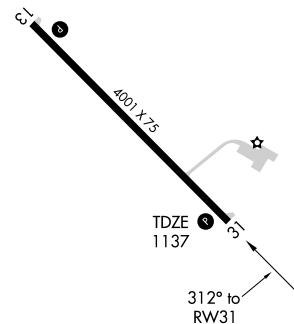
AWOS
120.425

WATERLOO APP CON ★
118.9

UNICOM
122.8 (CTAF) **L**



ELEV 1137



MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**

4000 ↑	URUYO ✦	313° track	ALOCK △	VEYUD 4 NM Holding Pattern			
				<p>WISBU 1.7 NM to RW31</p> <p>1.1 NM to RW31</p> <p>0.6 NM</p> <p>3.3 NM</p> <p>6.1 NM</p> <p>312°</p> <p>3700</p> <p>312°</p> <p>40° TCH</p> <p>2800</p> <p>VGSI and descent angles not coincident.</p>			
CATEGORY	A		B		C		D
LNAV MDA	1520-1 383 (400-1)				NA		
CIRCLING	1600-1 463 (500-1)				NA		

IOWA FALLS, IOWA
Orig 09099

42°28'N-93°16'W

IOWA FALLS MUNI (IFA)
RNAV (GPS) RWY 31

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

IOWA FALLS MUNI (IFA) 3 S UTC-6(-5DT) N42°28.25' W93°16.20'

OMAHA

1137 B S2 FUEL 100LL NOTAM FILE IFA

L-12J

RWY 13-31: H4001X75 (ASPH) S-13 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

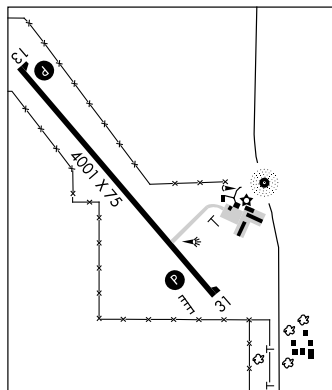
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13-31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.425 (641) 648-2469.**COMMUNICATIONS:** CTAF/UNICOM 122.8① **WATERLOO APP/DEP CON** 118.9 (1200-0200Z†)**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.**MASON CITY (H) VORTACW** 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 170° 37.5 NM to fld. 1210/6E.

NDB (MHW) 368 IFA N42°28.60' W93°15.93' at fld.

Unmonitored. NOTAM FILE FOD.

**JAMES G. WHITING MEM FLD** (See MAPLETON)**JEFFERSON MUNI** (EFW) 2 E UTC-6(-5DT) N42°00.64' W94°20.54'

OMAHA

1044 B S2 FUEL 100LL NOTAM FILE FOD

L-12I

RWY 14-32: H3198X75 (CONC) S-11 MIRL

IAP

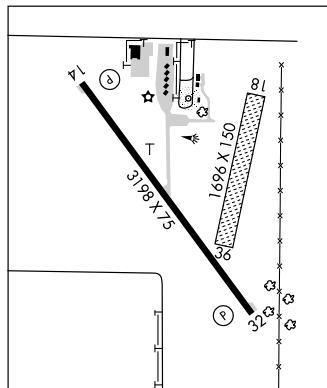
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Fence.

RWY 18-36: 1696X150 (TURF)

RWY 18: Road. RWY 36: P-lines.

AIRPORT REMARKS: Attended 1500-0300Z†. CAUTION: Ultralight activity on and in/ov arpt. Rwy 32 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'W94°17.69' 176° 36.1 NM to fld. 1164/7E. **HIWAS.****NDB (MHW)** 391 EFW N42°00.81' W94°20.56' at fld.**JUDGE LEWIS FLD MT AYR MUNI** (See MOUNT AYR)

NDB EFW 391	APP CRS 329°	Rwy Idg TDZE 1044 Apt Elev 1044
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NDB RWY 32

JEFFERSON MUNI (EFW)

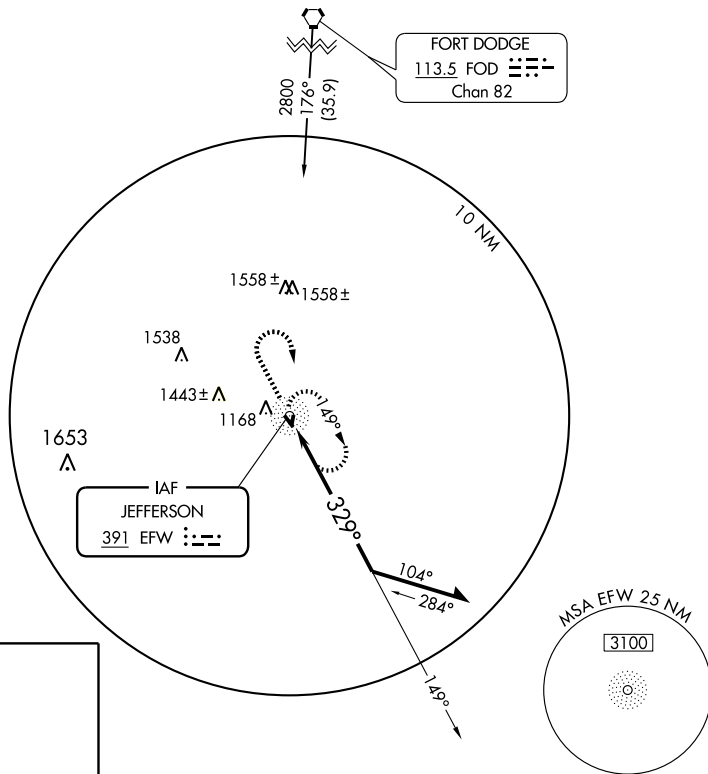
NA Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSi inop, procedure NA at night.

MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

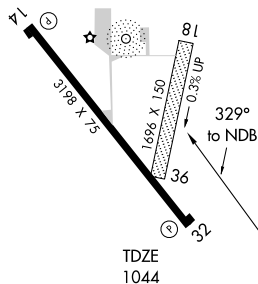
PERRY AWOS-3
118.0

MINNEAPOLIS CENTER
134.0 288.3

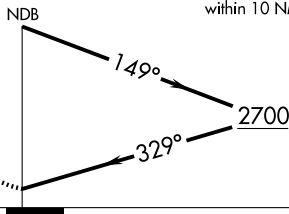
UNICOM
122.8 (CTAF) 0



ELEV 1044



Remain
within 10 NM



CATEGORY	A	B	C	D
S-32	1720-1	676 (700-1)	NA	
CIRCUING	1720-1 676 (700-1)	1820-1¼ 776 (800-1¼)	NA	

REIL Rwy 14 and 32 **0**
MIRL Rwy 14-32 **0**

WAAS CH 40219 W14A	APP CRS 140°	Rwy Idg 3198 TDZE 1044 Apt Elev 1044
--	------------------------	---

RNAV (GPS) RWY 14

JEFFERSON MUNI (E'F'W)

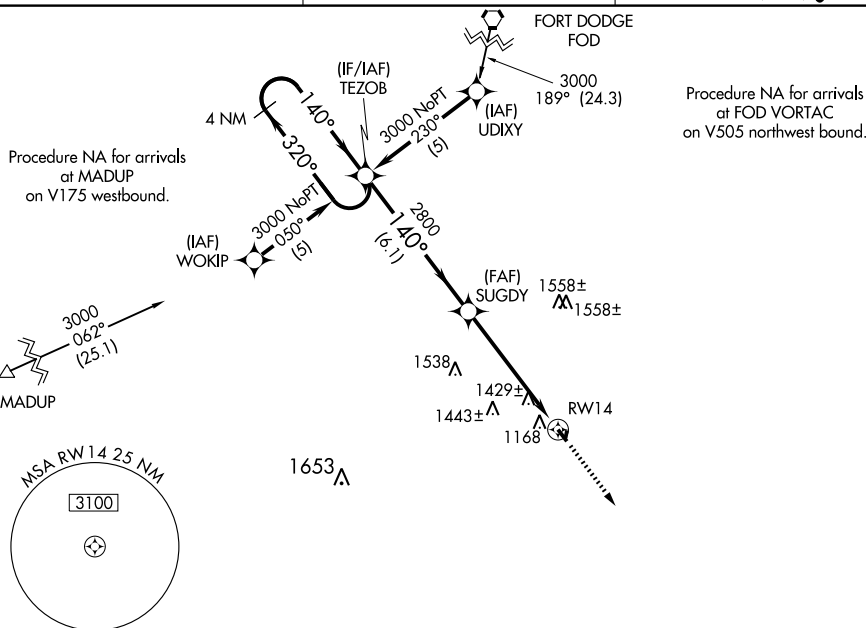
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all DA 33 feet and MDA 40 feet; increase LPV all Cats and LNAV Cat B visibility $\frac{1}{4}$ mile, and LNAV/VNAV all Cats visibility 1 mile. Baro-VNAV NA. When VGSi inop, procedure NA at night.

MISSED APPROACH:
Climb to 3000 direct
PELEA and hold.

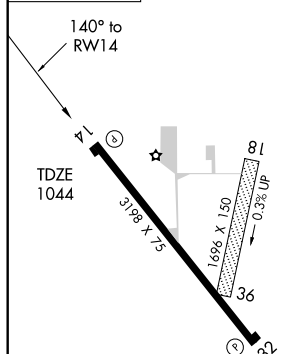
PERRY AWOS-3
118.0

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



ELEV 1044



MIRL Rwy 14-32 0

REIL Rws 14 and 32 0

4 NM Holding Pattern		TEZOB	VGSI and RNAV glidepath not coincident.		3000	PELEA
3000		320°	140°	140°	2800	
GS 3.00°		TCH 40				
			6.1 NM	5.3 NM		
CATEGORY	A	B	C	D		
LPV DA	1330-1	286 (300-1)	NA			
LNAV/VNAV DA	1907-3	863 (900-1)	NA			
LNAV MDA	1780-1	736 (800-1)	NA			
CIRCLING	1780-1 736 (800-1)	1820-1¼ 776 (800-1¼)	NA			

JEFFERSON, IOWA

Orig 23SEP10

JEFFERSON MUNI (E'F'W)

42°01'N-94°21'W

RNAV (GPS) RWY 14

NC-3, 23 SEP 2010 to 21 OCT 2010

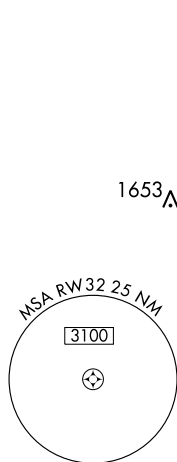
NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS
320°Rwy Idg **3198**
TDZE **1044**
Apt Elev **1044****RNAV (GPS) RWY 32**

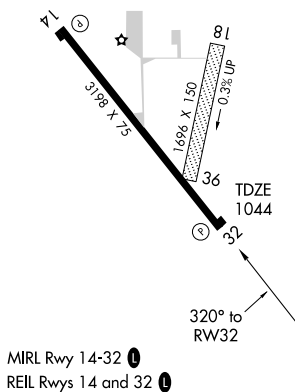
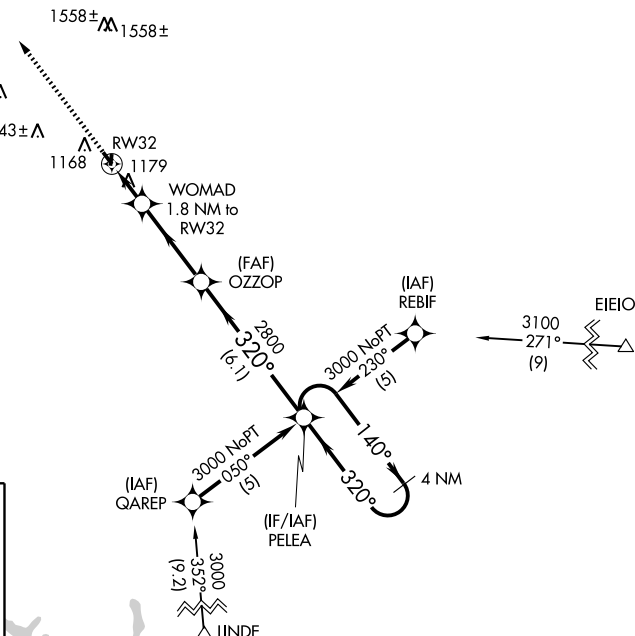
JEFFERSON MUNI (E F W)

V NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSi inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct TEZOB and hold.

PERRY AWOS-3
118.0MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

ELEV 1044

MIRL Rwy 14-32 **0**
REIL Rws 14 and 32 **0**

CATEGORY	A		B		C		D	
	1520-1		476 (500-1)		NA		NA	
CIRCLING	1700-1		1820-1¼		NA		NA	
	656 (700-1)		776 (800-1¼)					

KEOKUK MUNI (EOK) 4 NW UTC-6(-5DT) N40°27.60' W91°25.71'

671 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EOK

RWY 08-26: H5500X100 (CONC-WC) MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 14-32: H3576X100 (CONC) S-30, D-30 MIRL (NSTD)

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Sat-Sun 1400-2300Z†, Apr-Oct Mon-Fri 1400-0000Z†, Nov-Mar Mon-Fri 1400-2300Z†. CLOSED major holidays, fuel avbl. For svc after hrs call 319-470-0807.

Unlighted tower approximately 1000' MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14-32 have 6 thld lgts. ACTIVATE MIRL Rwy 14-32, Rwy 08-26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (319) 524-7884.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.125 (FORT DODGE RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

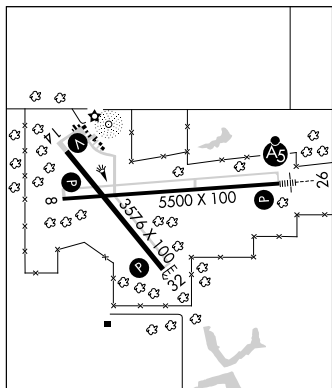
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 231° 27.9 NM to fld. 730/5E. HIWAS.

NDB (MHW) 366 EOK N40°27.88' W91°26.02' at fld. NOTAM FILE EOK.

ILS/DME 110.9 I-BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.

**KEOSAUQUA MUNI** (6K9) 1 E UTC-6(-5DT) N40°44.09' W91°56.93'

580 NOTAM FILE FOD

RWY 06-24: 2275X100 (TURF)

RWY 06: Thld dsplcd 395'. Trees.

RWY 24: Thld dsplcd 1000'. Trees.

AIRPORT REMARKS: Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.

COMMUNICATIONS: CTAF 122.9**KNOXVILLE MUNI** (OXV) 2 S UTC-6(-5DT) N41°17.95' W93°06.82'

928 B S4 FUEL 100LL, JET A NOTAM FILE OXV

RWY 15-33: H4000X75 (ASPH-CONC) S-28, D-48 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Pole.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Pole.

AIRPORT REMARKS: Attended dawn-dusk. For svc after hours call 641-842-4423 or 641-891-6824. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

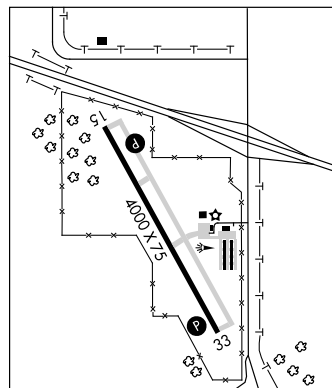
WEATHER DATA SOURCES: AWOS-3 119.775 (641) 828-8406.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 102° 25.5 NM to fld. 940/7E. HIWAS.

**LAKE MILLS MUNI** (ØY6) 1 E UTC-6(-5DT) N43°24.82' W93°30.71'

1260 B NOTAM FILE FOD

RWY 18-36: 3380X100 (TURF) LIRL

RWY 18: Trees.

RWY 36: Thld dsplcd 190'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Dec-Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.

COMMUNICATIONS: CTAF 122.9CHICAGO
H-5D, L-27B
IAPOMAHA
L-12J, 27A
IAP

OMAHA

LOC/DME I-BB1	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chn 46		Apt Elev	671

ILS or LOC/DME RWY 26
KEOKUK MUNI (EOK)

KEOKUK MUNI (EOK)

T If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA.

A NA VDP NA when using Burlington altimeter setting. ADF required.

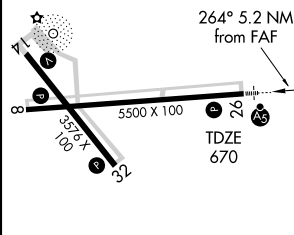
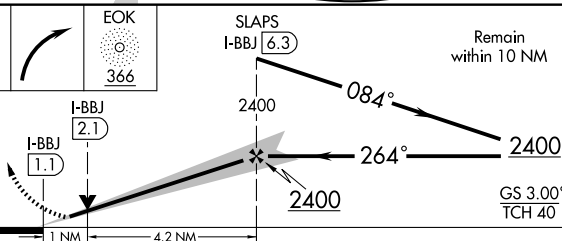
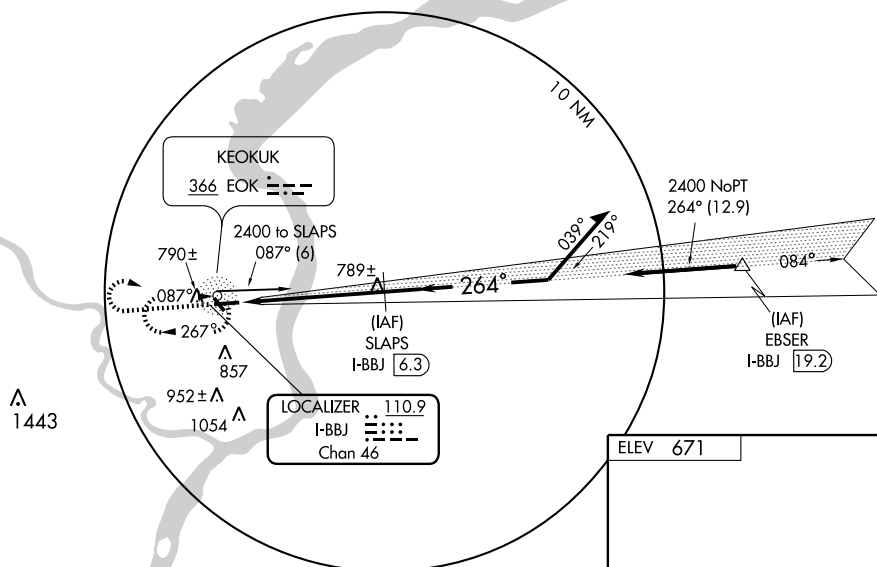
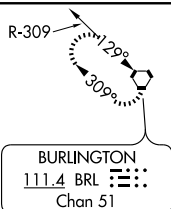
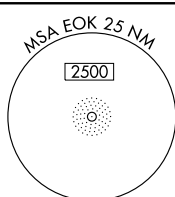
MALSR

MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3
118,375

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 26	870-½	200 (200-½)		NA
S-LOC 26	1040-½	370 (400-½)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 **L**
MIRL Rwy 8-26 and 14-32 **L**

KEOKUK, IOWA
Orig 09071

40°28'N-91°26'W

KEOKUK MUNI (EOK)
ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

NC-3. 23 SEP 2010 to 21 OCT 2010

NDB EOK 366	APP CRS 128°	Rwy Idg TDZE Apt Elev 3576 671 671
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NDB RWY 14

KEOKUK MUNI (EOK)

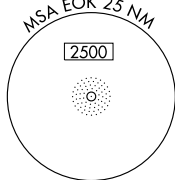
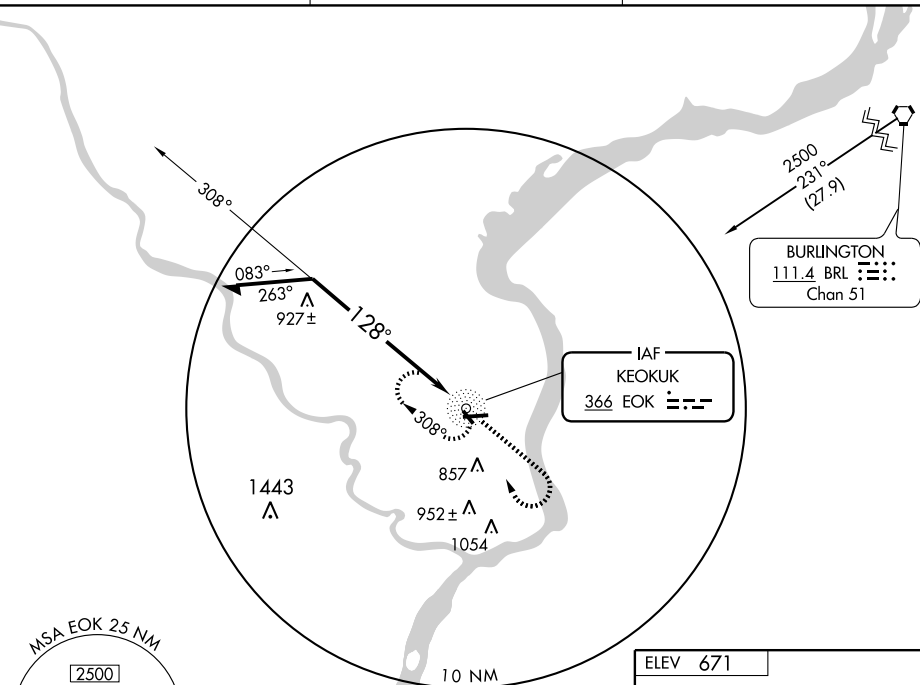
▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

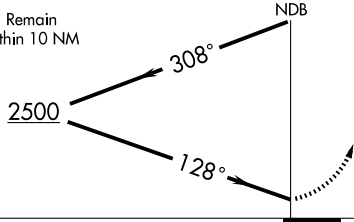
AWOS-3
118.375

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF)



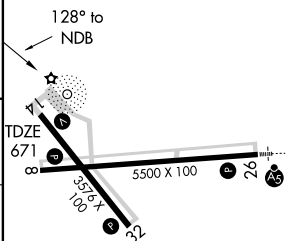
Remain
within 10 NM



2500
↑

EOK
366

ELEV 671



CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1280-1	609 (700-1)	1280-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA

REIL Rwy 8, 14 and 32
MIRL Rwy 8-26 and 14-32

NDB EOK <u>366</u>	APP CRS <u>277°</u>	Rwy Idg TDZE Apt Elev	5500 670 671
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NDB RWY 26

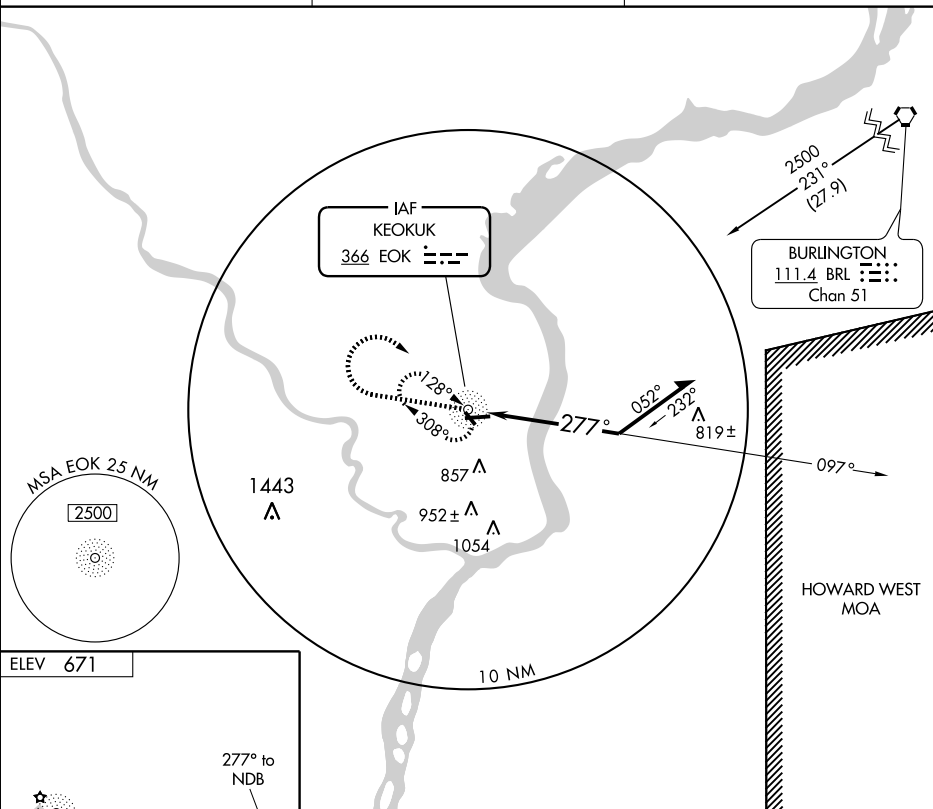
KEOKUK MUNI (EOK)

<p>▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.</p> <p>▲</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.</p>
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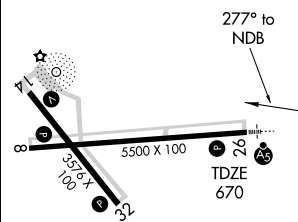
AWOS-3
118.375

KANSAS CITY CENTER
135.525 319.9

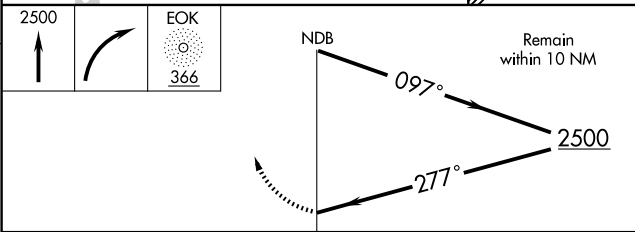
UNICOM
122.8 (CTAF) 0



ELEV 671



REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0



CATEGORY	A	B	C	D
S-26	1180-3/4	510 (600-3/4)	1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1 1/2 549 (600-1 1/2)	NA

WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg 5500 TDZE 671 Apt Elev 671
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RNAV (GPS) RWY 8

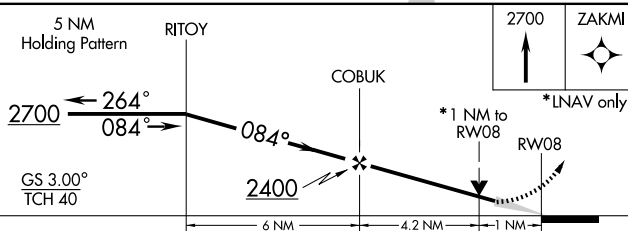
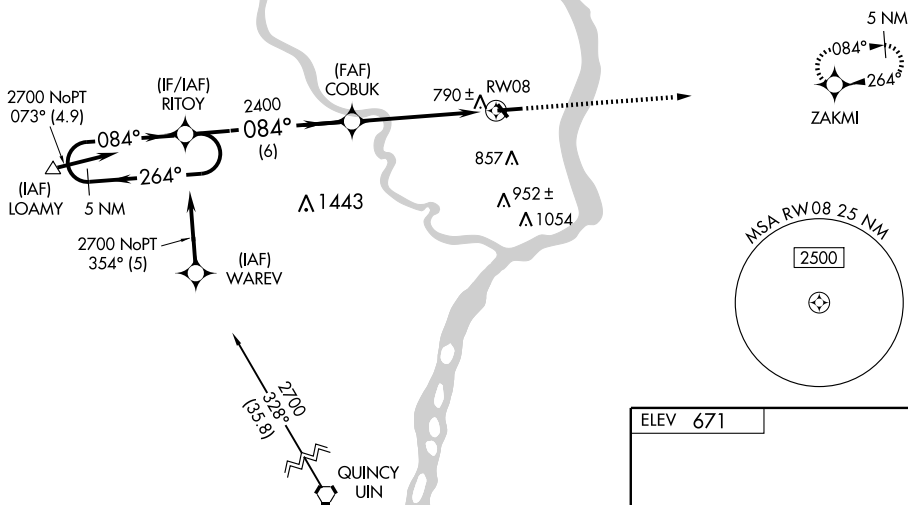
KEOKUK MUNI (EOK)

- T** DME/DME RNP -0.3 NA.
- A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
- If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
- VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

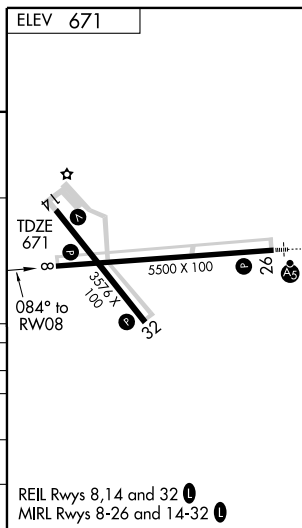
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/ VNAV	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA



WAAS CH 90104 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	3576 671 671
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RNAV (GPS) RWY 14

KEOKUK MUNI (EOK)

▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
 Baro-VNAV NA when using Burlington Rgnl altimeter setting.

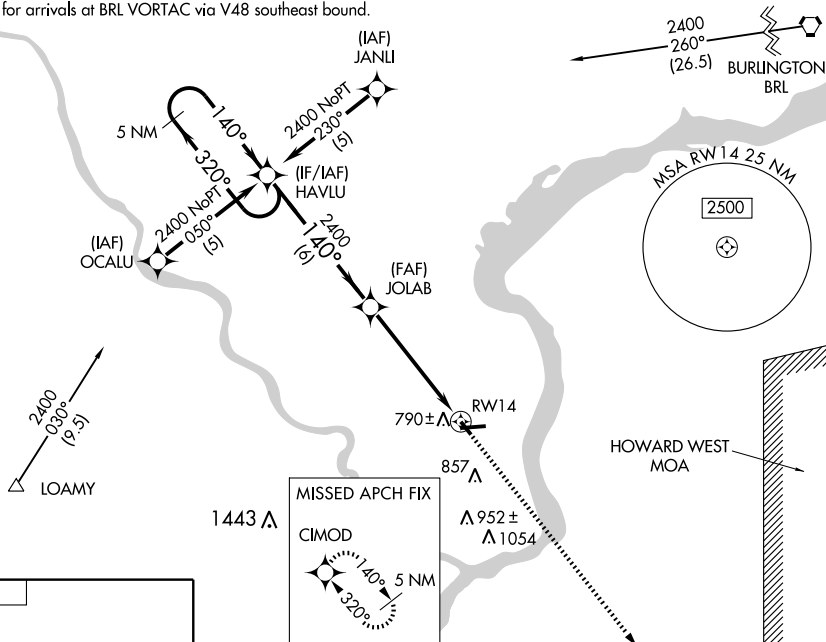
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3
118.375

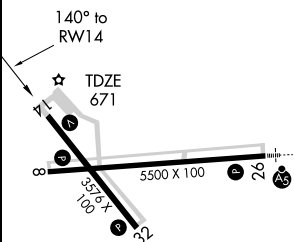
KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0

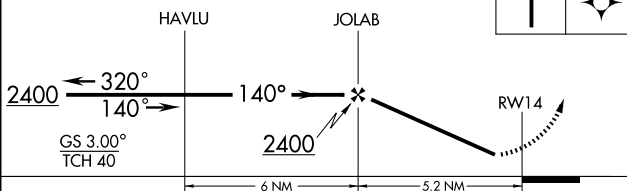
Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671



5 NM VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	949-1	278 (300-1)		NA
LNAV/VNAV DA	1040-1¼	369 (400-1¼)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 0
 MRL Rwy 8-26 and 14-32 0

WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg 3576 TDZE 671 Apt Elev 671
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RNAV (GPS) RWY 32

KEOKUK MUNI (EOK)

▼ DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400
direct HAVLU and hold.

AWOS-3
118.375

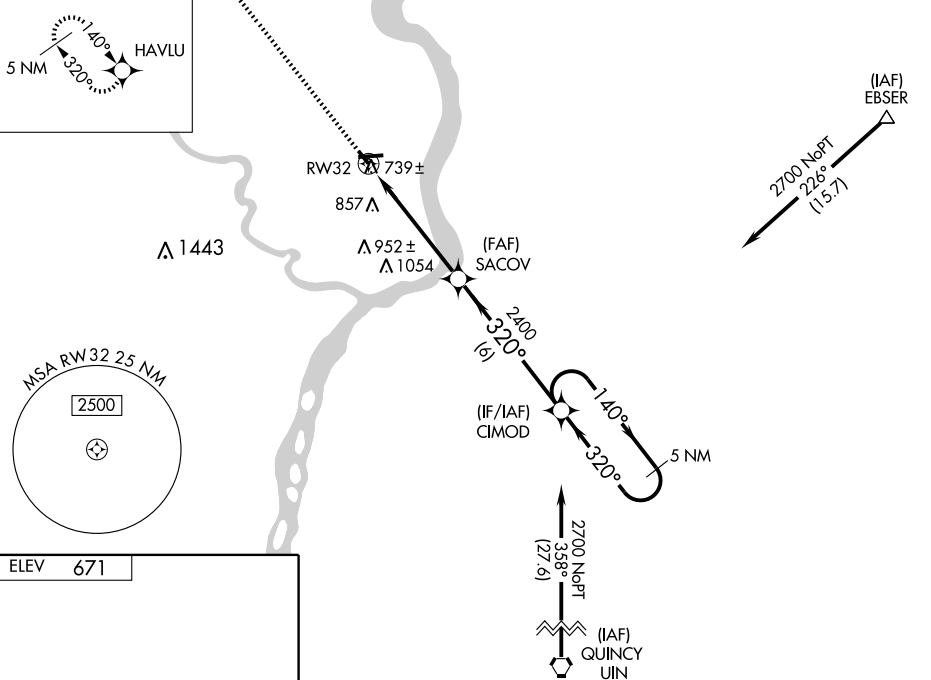
KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0

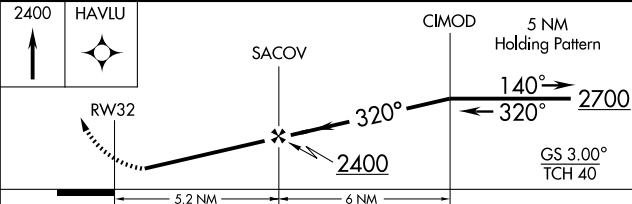
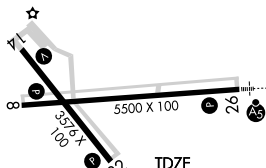
MISSED APCH FIX



Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.



ELEV **671**



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 **0**
MIRL Rwy 8-26 and 14-32 **0**

KEOKUK MUNI (EOK) 4 NW UTC-6(-5DT) N40°27.60' W91°25.71'

CHICAGO

671 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EOK

H-5D, L-27B

RWY 08-26: H5500X100 (CONC-WC) MIRL

IAP

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 14-32: H3576X100 (CONC) S-30, D-30 MIRL (NSTD)

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Sat-Sun 1400-2300Z†, Apr-Oct Mon-Fri 1400-0000Z†, Nov-Mar Mon-Fri 1400-2300Z†. CLOSED major holidays, fuel avbl. For svc after hrs call 319-470-0807.

Unlighted tower approximately 1000' MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14-32 have 6 thld lgts. ACTIVATE MIRL Rwy 14-32, Rwy 08-26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (319) 524-7884.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.125 (FORT DODGE RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

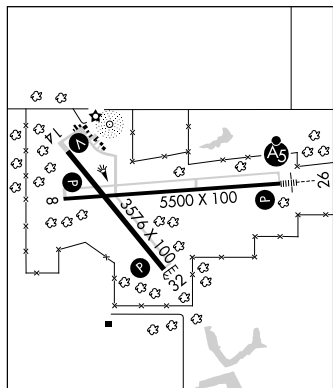
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 231° 27.9 NM to fld. 730/5E. HIWAS.

NDB (MHW) 366 EOK N40°27.88' W91°26.02' at fld. NOTAM FILE EOK.

ILS/DME 110.9 I-BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.

**KEOSAUQUA MUNI** (6K9) 1 E UTC-6(-5DT) N40°44.09' W91°56.93'

CHICAGO

580 NOTAM FILE FOD

RWY 06-24: 2275X100 (TURF)

RWY 06: Thld dspcd 395'. Trees.

RWY 24: Thld dspcd 1000'. Trees.

AIRPORT REMARKS: Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.

COMMUNICATIONS: CTAF 122.9**KNOXVILLE MUNI** (OXV) 2 S UTC-6(-5DT) N41°17.95' W93°06.82'

OMAHA

928 B S4 FUEL 100LL, JET A NOTAM FILE OXV

L-12J, 27A

RWY 15-33: H4000X75 (ASPH-CONC) S-28, D-48 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Pole.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Pole.

AIRPORT REMARKS: Attended dawn-dusk. For svc after hours call 641-842-4423 or 641-891-6824. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

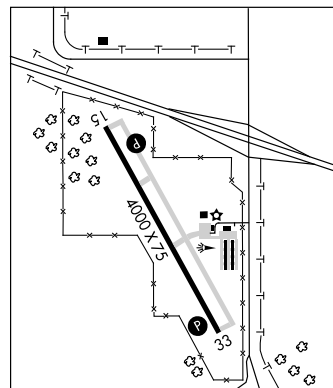
WEATHER DATA SOURCES: AWOS-3 119.775 (641) 828-8406.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 102° 25.5 NM to fld. 940/7E. HIWAS.

**LAKE MILLS MUNI** (ØY6) 1 E UTC-6(-5DT) N43°24.82' W93°30.71'

OMAHA

1260 B NOTAM FILE FOD

RWY 18-36: 3380X100 (TURF) LIRL

RWY 18: Trees.

RWY 36: Thld dspcd 190'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Dec-Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928
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RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

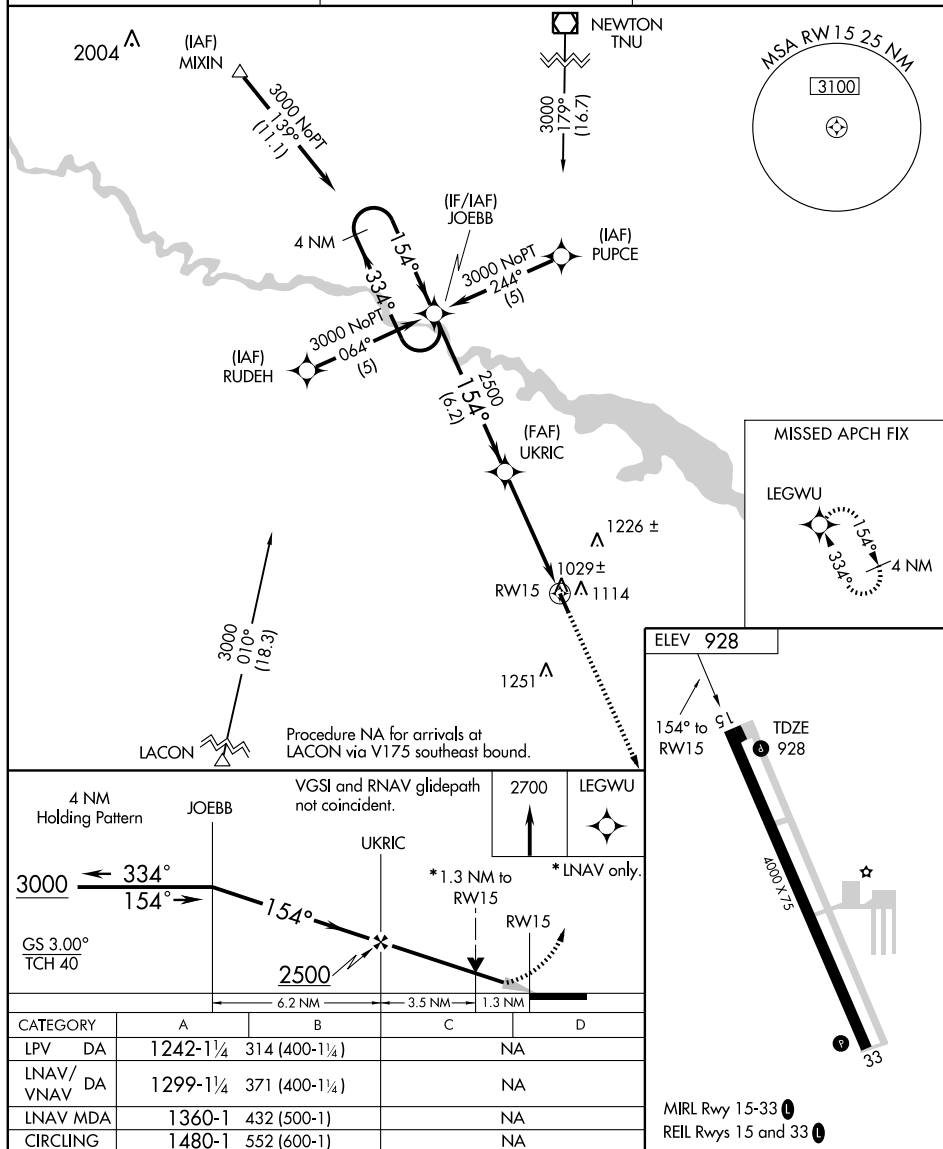
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3
119.775

DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF) 0



NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **334°**
Rwy Idg **4000**
TDZE **928**
Apt Elev **928**

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Pella altimeter setting.
- ▲ When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3
119.775

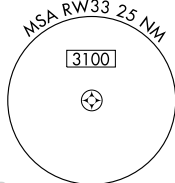
DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF)

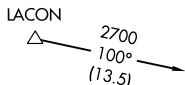
MISSED APCH FIX



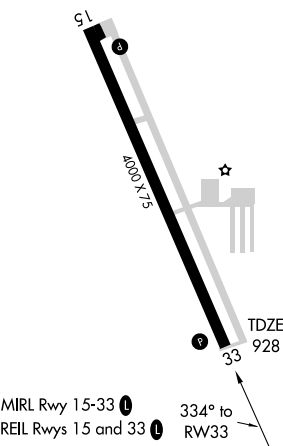
1226±
1114
1029± RW33
1251



Procedure NA for arrivals at LACON via V175 northwest bound.

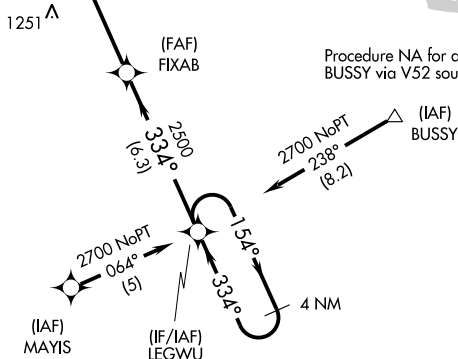


ELEV 928

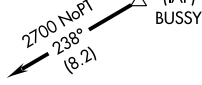


MIRL Rwy 15-33
REIL Rws 15 and 33

334° to RW33



Procedure NA for arrivals at BUSSY via V52 southeast bound.



1474±

3000

JOEBB

VGSI and RNAV glidepath not coincident.

LEGWU

4 NM Holding Pattern

*LNAV only.

1.4 NM to RW33

FIXAB

154°

2700

GS 3.00°
TCH 40

	1.4 NM	3.4 NM	6.3 NM	
CATEGORY	A	B	C	D
LNAV/VNAV	DA 1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

LAMONI N40°35.81' W93°58.06' NOTAM FILE FOD.

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. HIWAS.

OMAHA

H-5C, L-27A

RCO 122.1R 116.7T (FORT DODGE RADIO)

LAMONI MUNI (LWD) 2 NE UTC-6(-5DT) N40°38.00' W93°54.13'

OMAHA

1131 B FUEL 100LL NOTAM FILE LWD

L-27A

RWY 18-36: H2900X60 (CONC) MIRL

IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784-8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. HIWAS.

LARCHWOOD

ZANGGER VINTAGE AIRPARK (2VA) 2 E UTC-6(-5DT) N43°27.08' W96°24.35'

OMAHA

1476 NOTAM FILE FOD

RWY 12-30: 3350X100 (TURF) LIRL

RWY 12: Tree.

RWY 30: Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec-Feb. No snow removal. During winter call 712-477-2230 or 712-477-2256 for field conditions. Rwy 12-30 marked with yellow cones. The unmarked hard sfc pavement that intersects turf Rwy 12-30 is an asph twy. ACTIVATE LIRL Rwy 12-30—122.9.

COMMUNICATIONS: CTAF 122.9

LE MARS MUNI (LRJ) 2 SW UTC-6(-5DT) N42°46.68' W96°11.62'

OMAHA

1197 B S2 FUEL 100LL, JET A TPA—2197(1000) NOTAM FILE LRJ

L-121

RWY 18-36: H4605X75 (CONC) S-28, D-48 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300'.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†, Sat 1400-1900Z†, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 546-8439.

COMMUNICATIONS: CTAF/UNICOM 122.8

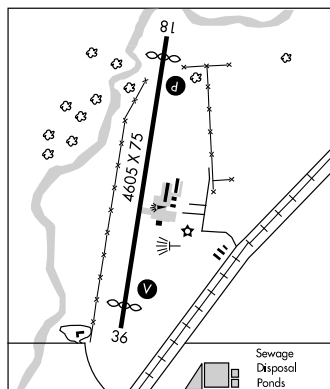
Ⓡ SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 003° 26.6 NM to fld. 1087/9E. HIWAS.



LITTLE SIOUX N43°07.62' W95°07.96' NOTAM FILE SPW.

OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored.

L-121

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

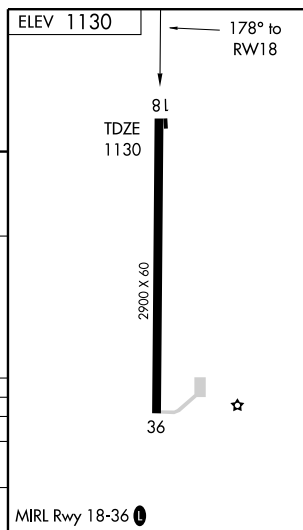
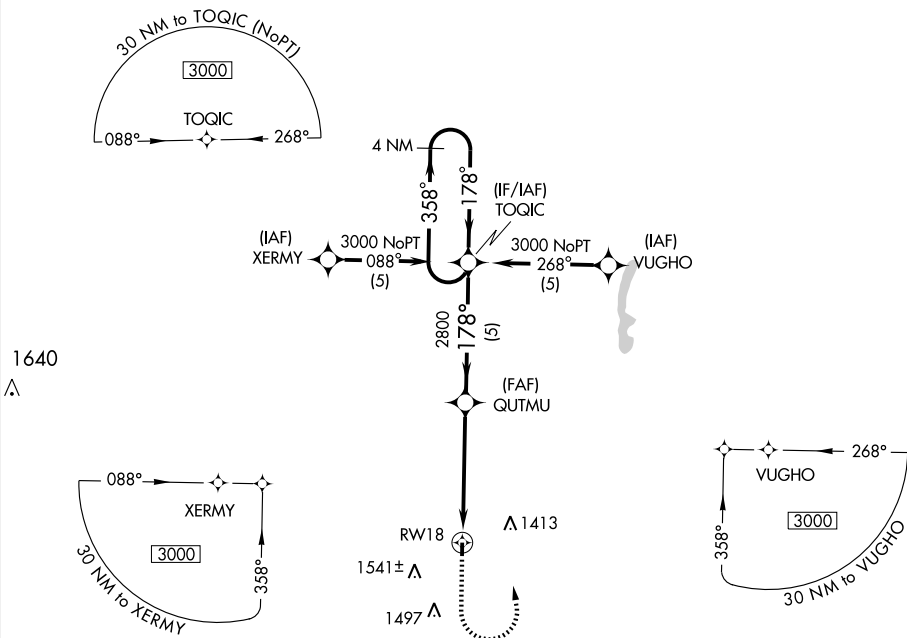
APP CRS 178°	Rwy Idg TDZE Apt Elev	2900 1130 1130
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▲NA

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0
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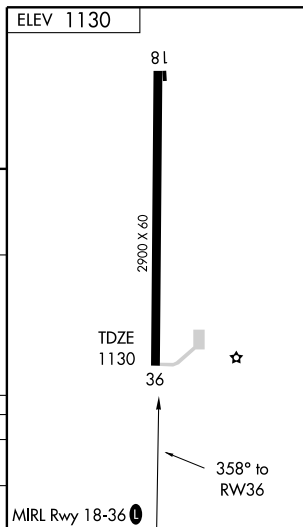
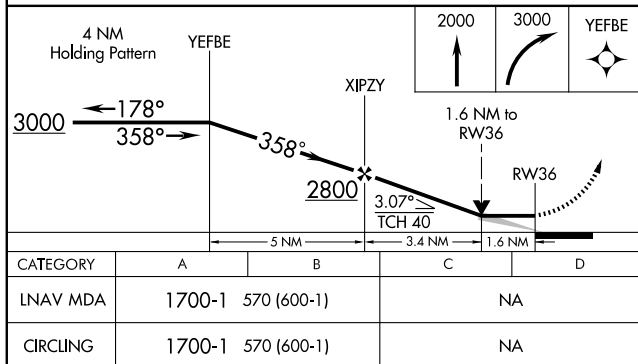
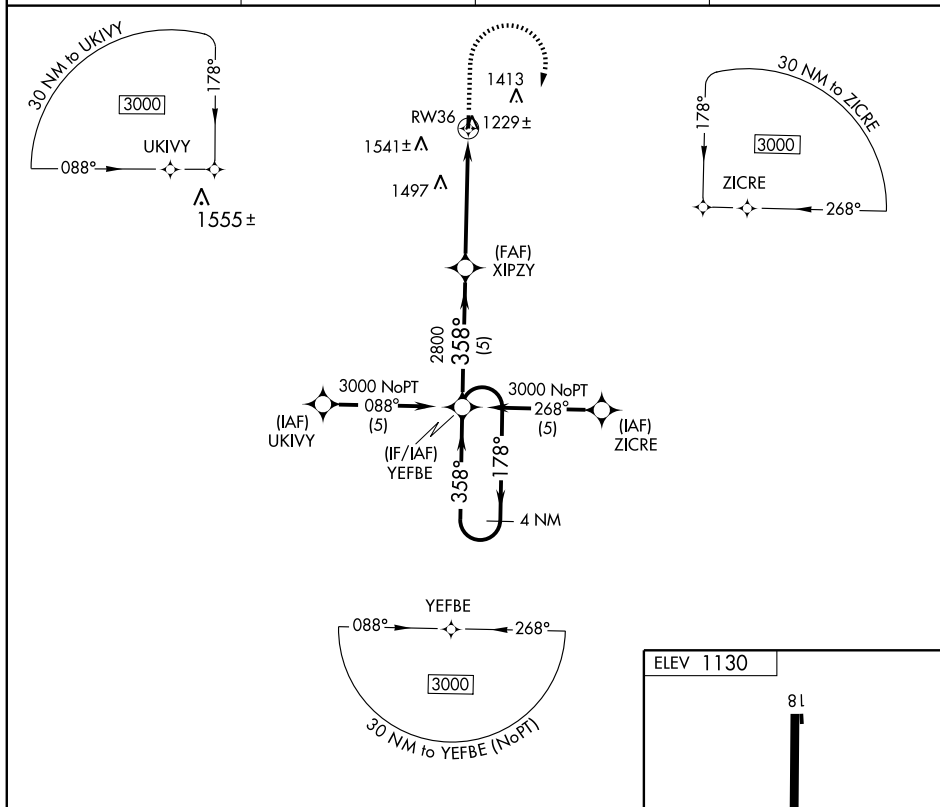
4 NM Holding Pattern				
TOQIC				
3000 ← 358° 178° →				
QUTMU				
2800 3.07° TCH 40 RWY 18				
5 NM 5 NM				
CATEGORY	A	B	C	D
LNNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

APP CRS 358°	Rwy Idg TDZE Apt Elev 1130	2900 1130
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▲ NA DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.	
ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0



LAMONI N40°35.81' W93°58.06' NOTAM FILE FOD.

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. HIWAS.

OMAHA

H-5C, L-27A

RCO 122.1R 116.7T (FORT DODGE RADIO)

LAMONI MUNI (LWD) 2 NE UTC-6(-5DT) N40°38.00' W93°54.13'

OMAHA

1131 B FUEL 100LL NOTAM FILE LWD

L-27A

RWY 18-36: H2900X60 (CONC) MIRL

IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784-8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. HIWAS.

LARCHWOOD

ZANGGER VINTAGE AIRPARK (2VA) 2 E UTC-6(-5DT) N43°27.08' W96°24.35'

OMAHA

1476 NOTAM FILE FOD

RWY 12-30: 3350X100 (TURF) LIRL

RWY 12: Tree. RWY 30: Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec-Feb. No snow removal. During winter call 712-477-2230 or 712-477-2256 for field conditions. Rwy 12-30 marked with yellow cones. The unmarked hard sfc pavement that intersects turf Rwy 12-30 is an asph twy. ACTIVATE LIRL Rwy 12-30—122.9.

COMMUNICATIONS: CTAF 122.9

LE MARS MUNI (LRJ) 2 SW UTC-6(-5DT) N42°46.68' W96°11.62'

OMAHA

1197 B S2 FUEL 100LL, JET A TPA—2197(1000) NOTAM FILE LRJ

L-121

RWY 18-36: H4605X75 (CONC) S-28, D-48 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300'.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†, Sat 1400-1900Z†, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 546-8439.

COMMUNICATIONS: CTAF/UNICOM 122.8

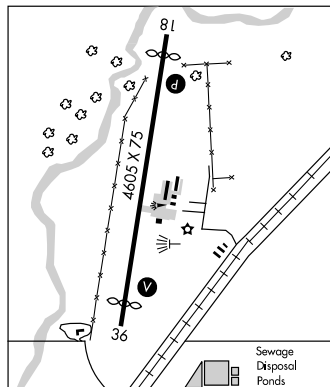
Ⓡ SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 003° 26.6 NM to fld. 1087/9E. HIWAS.



LITTLE SIOUX N43°07.62' W95°07.96' NOTAM FILE SPW.

OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored.

L-121

WAAS CH 78415 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4305 1197 1197
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RNAV (GPS) RWY 18

LE MARS MUNI (L.RJ)

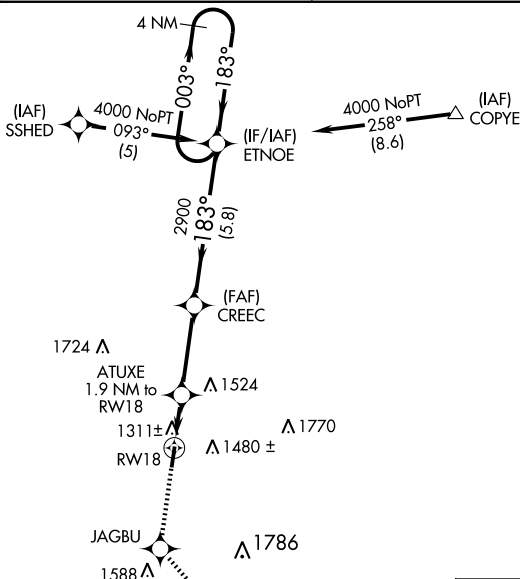
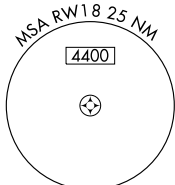
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV NA when using Orange City altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct JAGBU and via track 134° to FEXAT and hold.

AWOS-3
125.525

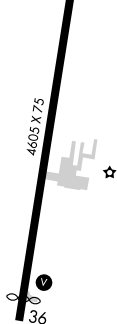
SIOUX CITY APP CON *
124.6 307.0

UNICOM
122.8 (CTAF)



ELEV 1197

183° to RW18
TDZE 1197



4500	JAGBU	134° track	FEXAT	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
* LNAV only	ATUXE 1.9 NM to RW18	CREEC	ETNOE	003° → 4000	GS 3.00° TCH 40
	1840*	183°	2900		
	1.9	3.3 NM	5.8 NM		
CATEGORY	A	B	C	D	
LPV DA	1527-1 ¼	330 (400-1 ¼)		NA	
LNAV/VNAV DA	1769-2	572 (600-2)		NA	
LNAV MDA	1620-1	423 (500-1)		NA	
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)		NA	

MIRL Rwy 18-36
REIL Rwy 18 and 36

LE MARS, IOWA
Orig 11FEB10

42°47'N - 96°12'W

LE MARS MUNI (L.RJ)
RNAV (GPS) RWY 18

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 42516 W36A	APP CRS 003°	Rwy Idg TDZE 1197 Apt Elev 1197
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RNAV (GPS) RWY 36

LE MARS MUNI (L.RJ)

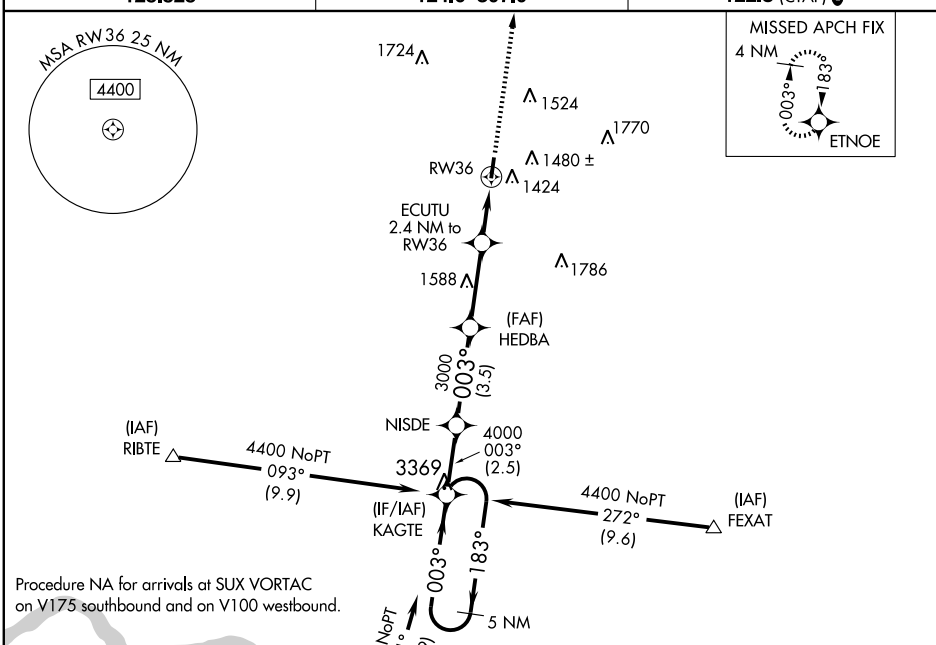
▼ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction
 ▲ by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
ETNOE and hold.

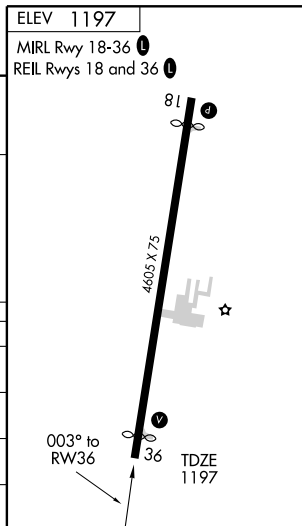
AWOS-3
125.525

SIOUX CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0



5 NM Holding Pattern		KAGTE		NISDE		HEDBA		ECUTU 2.4 NM to RW36		4000	ETNOE
4400 ← 183°		003° →		003°		4000		3000		*2000	
GS 3.00°		TCH 40									
VGSi and RNAV glidepath not coincident.											
		2.5 NM		3.5 NM		3.1 NM		2.4			
CATEGORY		A		B		C		D			
LPV	DA	1509-1		312 (400-1)						NA	
LNAV/VNAV	DA	1625-1½		428 (500-1½)						NA	
LNAV	MDA	1680-1		483 (500-1)						NA	
CIRCLING		1760-1		1840-1						NA	
		563 (600-1)		643 (700-1)							



VORTAC SUX
116.5
 Chan **112**

APP CRS
004°

Rwy Idg
 TDZE **1197**
 Apt Elev **1197**

VOR/DME RWY 36
 LE MARS MUNI (LRJ)

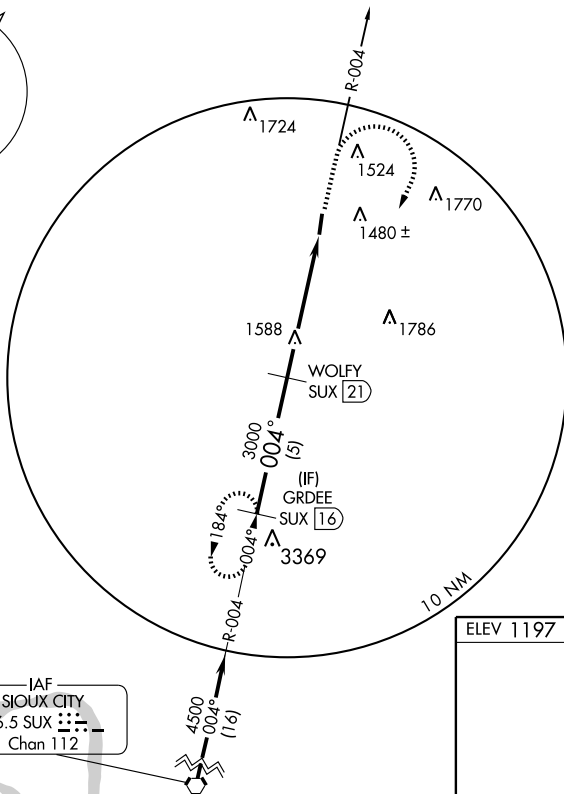
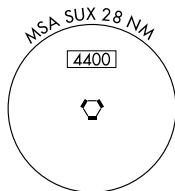
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all MDA 80 feet, and increase S-36 Cat A and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX VORTAC R-004 to GRDEE/SUX 16 DME and hold.

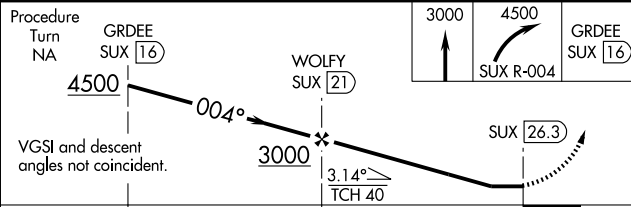
AWOS-3
125.525

SIoux CITY APP CON ★
124.6 307.0

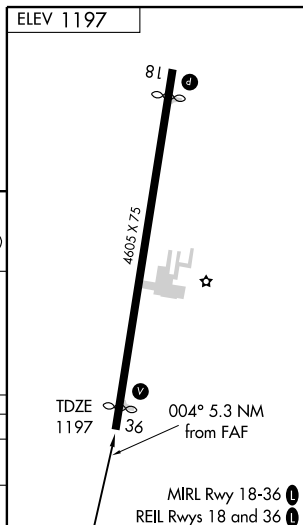
UNICOM
122.8 (CTAF) 0



IAF
 SIoux CITY
 116.5 SUX
 Chan 112



CATEGORY	A	B	C	D
S-36	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	
CIRCLING	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	



MANCHESTER MUNI (C27) 2 W UTC-6(-5DT) N42°29.42' W91°29.87'

987 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3465X50 (ASPH) LIRL

RWY 18: Tree.

RWY 36: Thld displcd 305'. Pole.

AIRPORT REMARKS: Attended prior request. For svc call 563-927-3636.

Deer on and invof arpt. Ultralight activity invof arpt.

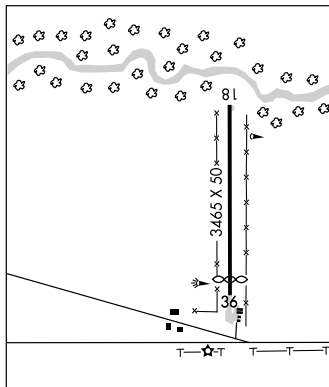
COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 275° 35.4 NM to fld. 1051/4E.

CHICAGO

L-28G

**MAPLETON****JAMES G. WHITING MEM FLD** (MEY) 1 N UTC-6(-5DT) N42°10.70' W95°47.62'

1116 B S4 FUEL 100 NOTAM FILE FOD

RWY 02-20: H2801X60 (CONC) S-28, D-48 LIRL

RWY 02: Tree.

RWY 20: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 20 is calm wind rwy. Rwy 02-20 LIRL. ACTIVATE REIL Rwy 20—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 119.6 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 104° 25.6 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 335 MEY N42°10.83' W95°47.68' at fld.

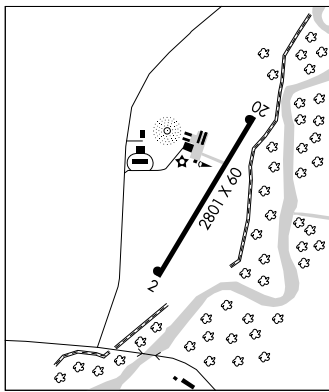
NOTAM FILE FOD. Unmonitored Mon-Fri 2300-1400Z†,

unmonitored Sat-Sun and holidays.

OMAHA

L-121

IAP



NDB MEY	APP CRS	Rwy Idg	2801
<u>335</u>	205°	TDZE	1116
		Apt Elev	1116

NDB RWY 20

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

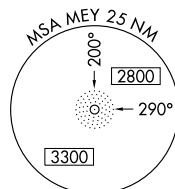
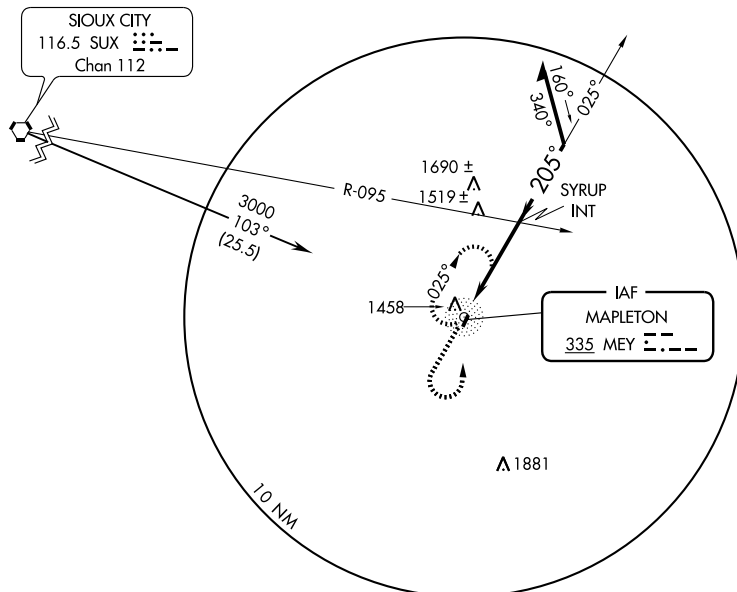
T Use Sioux City altimeter setting.

A NA

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

SIOUX CITY APP CON★
 124.6 307

UNICOM
122.8 (CTAF) **L**



ELEV 1116

2029

205° to
MEY NDB

TDZE
1116

2

2801 X 60

290

ME

NDE

Remain
within 10 NM

$$\geq 2900$$

SYRUP INT

205°
2040

3.9 nm

CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

REIL Rwy 20 **L**
LIRL Rwy 2-20

MAPLETON, IOWA
Amdt 4 09071

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)
42°11'N-95°48'W NDB RWY 20

NDB RWY 20

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS
019°

Rwy Idg **2801**
TDZE **1116**
Apt Elev **1116**

RNAV (GPS) RWY 2

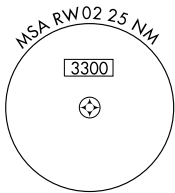
MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

V DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

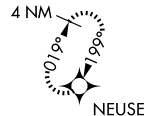
MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIoux CITY APP CON ★
124.6 307

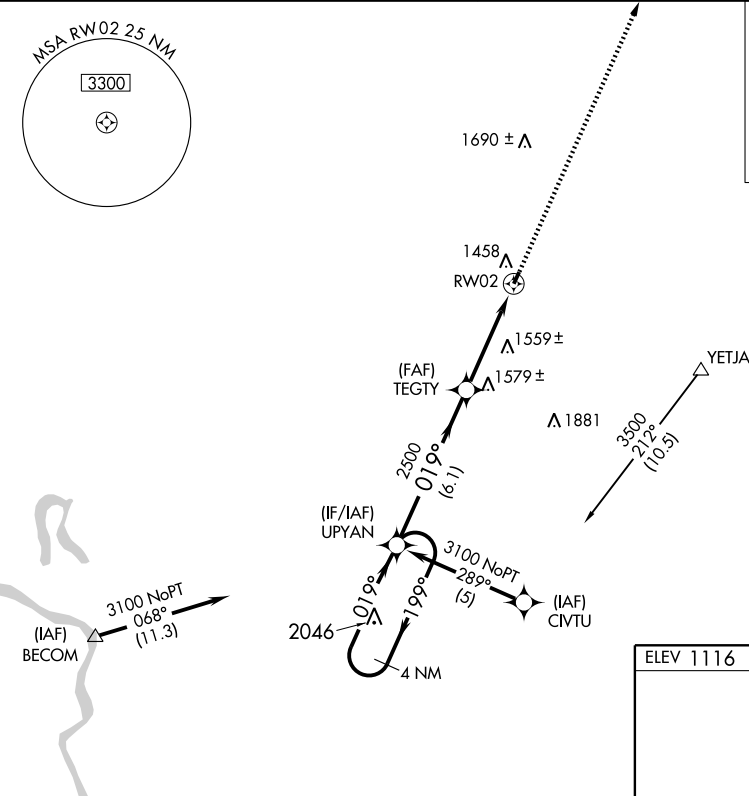
UNICOM
122.8 (CTAF)



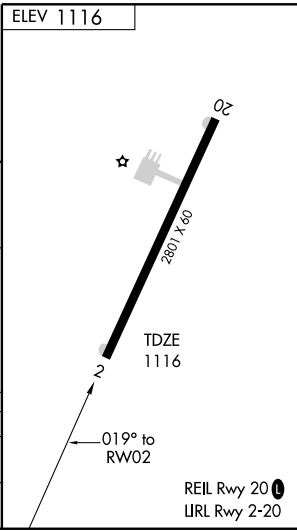
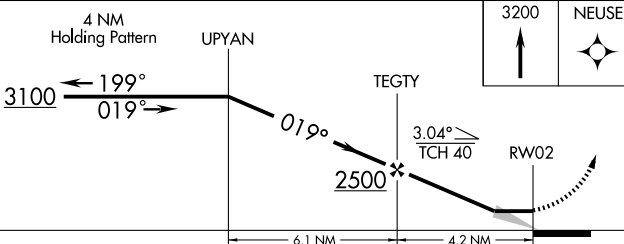
MISSED APCH FIX



NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
LNNAV MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	

APP CRS **199°**
Rwy Idg **2801**
TDZE **1116**
Apt Elev **1116**

RNAV (GPS) RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

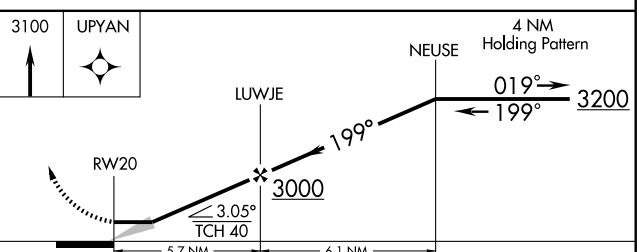
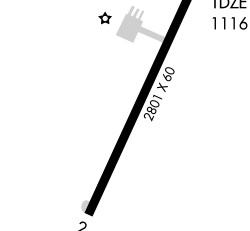
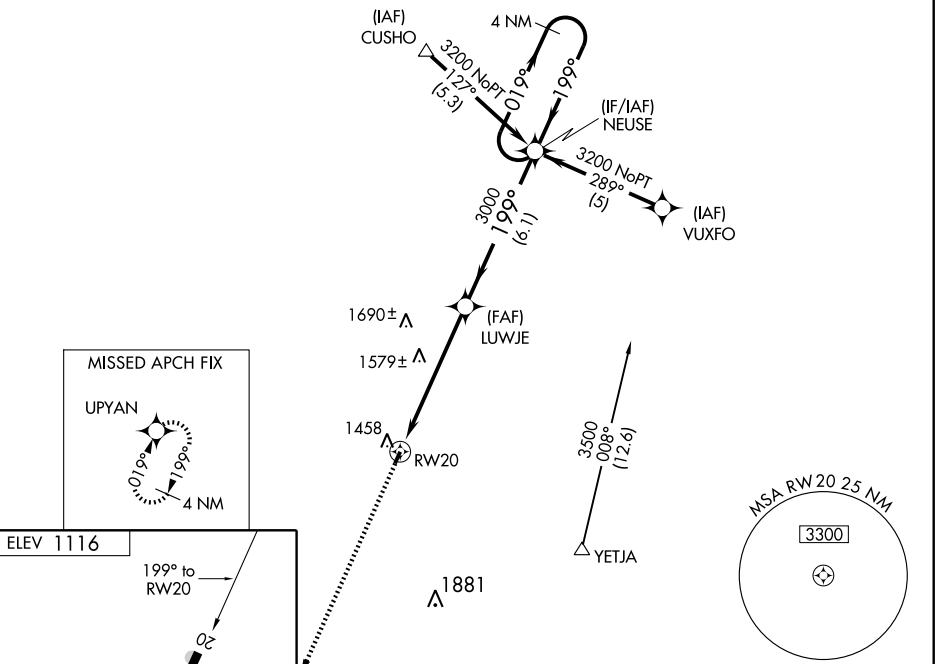
NA DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3100 direct UPYAN and hold.

SIoux CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at CUSHO on V100 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	

REIL Rwy 20
URL Rwy 2-20

MAQUOKETA MUNI (OQW) 3 W UTC-6(-5DT) N42°03.00' W90°44.33'

CHICAGO

769 B FUEL 100LL, JET A NOTAM FILE FOD

L-28G

RWY 15-33: H3300X60 (CONC) MIRL 0.9% up NW

IAP

RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Tree.

AIRPORT REMARKS: Unattended. Service avbl at 1-800-553-5283.

Self-service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL

Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.

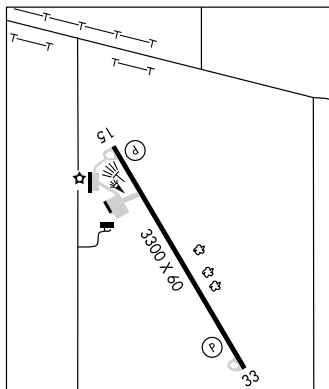
COMMUNICATIONS: CTAF/UNICOM 122.8

® **CHICAGO CENTER APP/DEP CON** 133.95

RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 180° 21.1 NM to fld. 1051/4E.



MARION (C17) 3 E UTC-6(-5DT) N42°01.79' W91°31.90'

CHICAGO

862 B S4 FUEL 100LL, MOGAS NOTAM FILE FOD

L-28G

RWY 17-35: H3775X100 (ASPH-TURF) RWY LGTS (NSTD)

RWY 17: Thld dsplcd 260'. Road.

RWY 35: Thld dsplcd 100'. Brush.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17-35 center 26' of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000' of Rwy 35. Rwy 17-35 lgts 37' from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 048° 14.2 NM to fld. 876/5E.

MARSHALLTOWN MUNI (MIW) 3 N UTC-6(-5DT) N42°06.76' W92°55.07'

CHICAGO

974 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE MIW

H-5D, L-12J

RWY 13-31: H5006X100 (ASPH) S-35, D-42 MIRL

IAP

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 42'. Ground/corn crop.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 18-36: H2806X50 (ASPH) S-15 MIRL

RWY 18: Trees.

RWY 36: Road.

AIRPORT REMARKS: Attended 1300Z-0000Z. For arpt attendant after hrs call 641-753-7698. MIRL Rwy 13-31 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 13 and Rwy 31—CTAF. MIRL Rwy 18-36 opr dusk-dawn.

WEATHER DATA SOURCES: ASOS 128.325 (641) 752-2339.

COMMUNICATIONS: CTAF/UNICOM 122.8

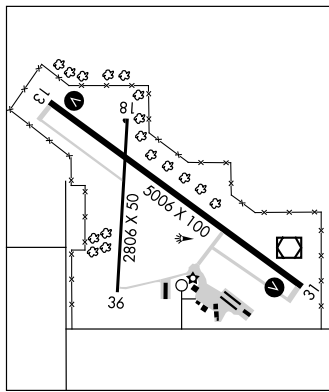
® **WATERLOO APP/DEP CON** 120.9 (1200-0200Z). CLNC DEL 120.9

CHICAGO CENTER APP/DEP CON 127.05 (0200-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIW.

ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68'

W92°54.53' at fld. 981/3E.



APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769

RNAV (GPS) RWY 15

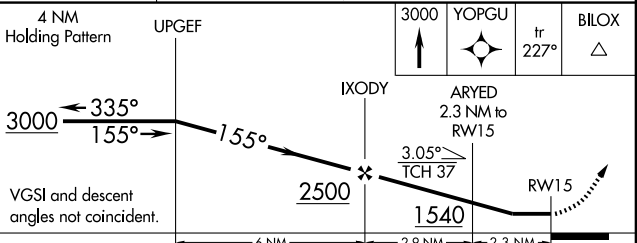
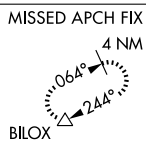
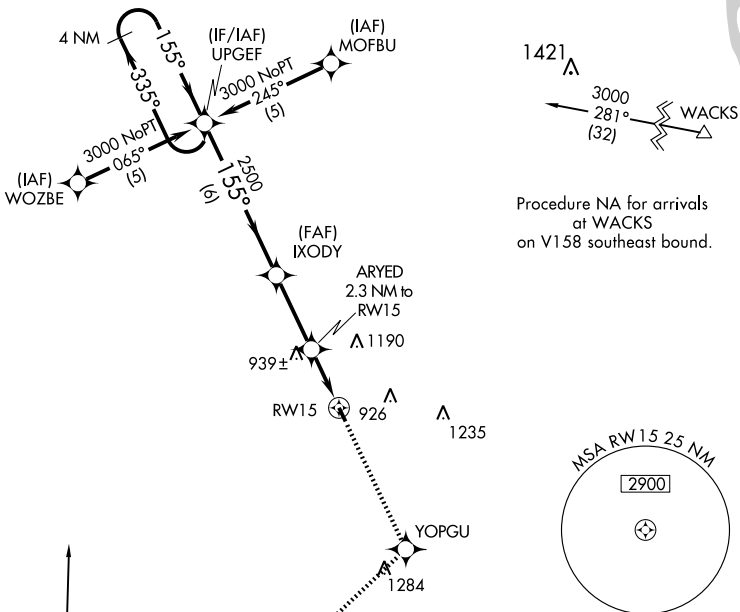
MAQUOKETA MUNI (OQW)

NA DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

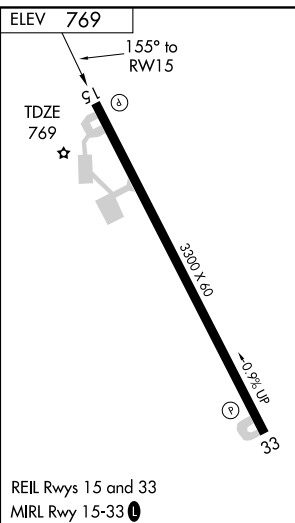
MISSED APPROACH: Climb to 3000 direct YOGPU and on track 227° to BILOX and hold.

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1280-1	511 (600-1)	NA	NA
CIRCLING	1280-1	511 (600-1)	NA	NA



APP CRS 335°	Rwy Idg TDZE 766	3300
	Apt Elev 769	

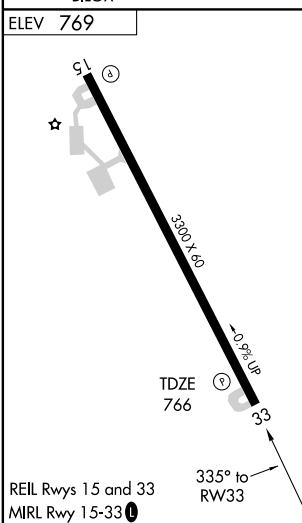
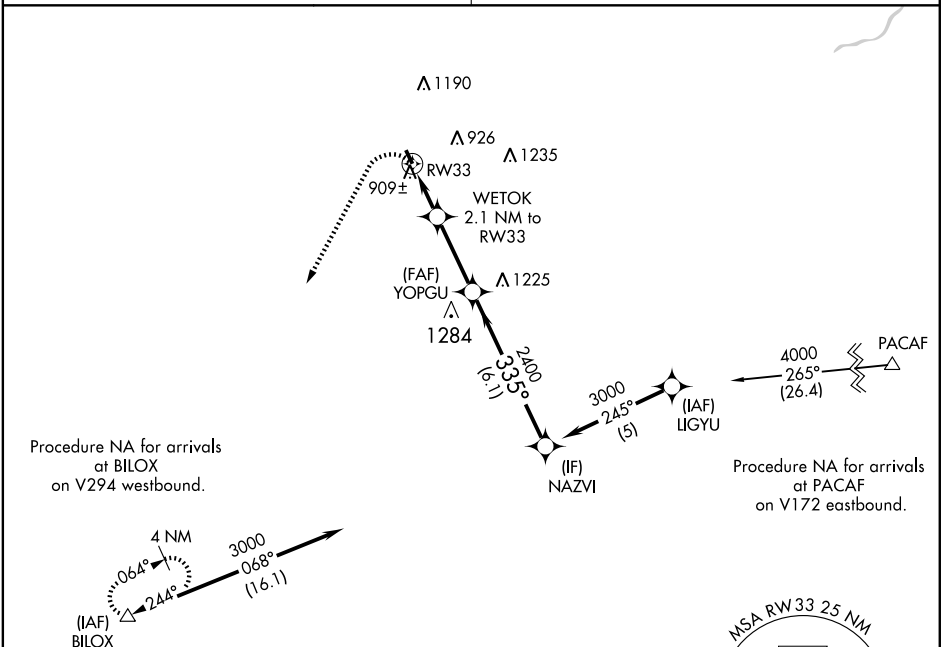
RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

NA DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct BILOX and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF)
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3000	BILOX	WETOK 2.1 NM to RW33	YOPGU	NAZVI	3000
		≤ 3.04° TCH 32			
		1440	2400		
		2.1 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1280-1	514 (600-1)		NA	
CIRCLING	1280-1	511 (600-1)		NA	

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

MAQUOKETA MUNI (OQW) 3 W UTC-6(-5DT) N42°03.00' W90°44.33'

CHICAGO

769 B FUEL 100LL, JET A NOTAM FILE FOD

L-28G

RWY 15-33: H3300X60 (CONC) MIRL 0.9% up NW

IAP

RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Tree.

AIRPORT REMARKS: Unattended. Service avbl at 1-800-553-5283.

Self-service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL

Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.

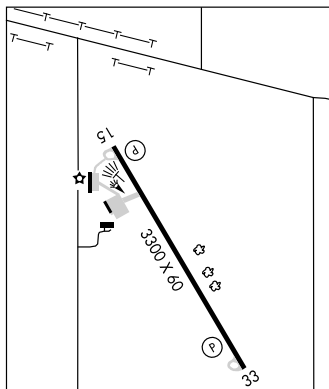
COMMUNICATIONS: CTAF/UNICOM 122.8

® **CHICAGO CENTER APP/DEP CON** 133.95

RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 180° 21.1 NM to fld. 1051/4E.



MARION (C17) 3 E UTC-6(-5DT) N42°01.79' W91°31.90'

CHICAGO

862 B S4 FUEL 100LL, MOGAS NOTAM FILE FOD

L-28G

RWY 17-35: H3775X100 (ASPH-TURF) RWY LGTS (NSTD)

RWY 17: Thld dsplcd 260'. Road.

RWY 35: Thld dsplcd 100'. Brush.

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17-35 center 26' of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000' of Rwy 35. Rwy 17-35 lgts 37' from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 048° 14.2 NM to fld. 876/5E.

MARSHALLTOWN MUNI (MIW) 3 N UTC-6(-5DT) N42°06.76' W92°55.07'

CHICAGO

974 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE MIW

H-5D, L-12J

RWY 13-31: H5006X100 (ASPH) S-35, D-42 MIRL

IAP

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 42'. Ground/corn crop.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 18-36: H2806X50 (ASPH) S-15 MIRL

RWY 18: Trees. RWY 36: Road.

AIRPORT REMARKS: Attended 1300Z±-0000Z±. For arpt attendant after hrs call 641-753-7698. MIRL Rwy 13-31 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 13 and Rwy 31—CTAF. MIRL Rwy 18-36 opr dusk-dawn.

WEATHER DATA SOURCES: ASOS 128.325 (641) 752-2339.

COMMUNICATIONS: CTAF/UNICOM 122.8

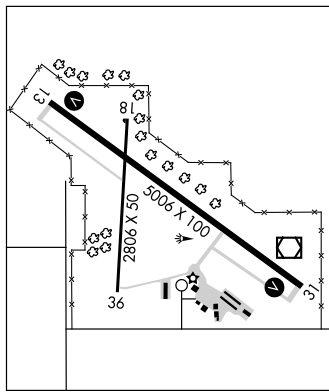
® **WATERLOO APP/DEP CON** 120.9 (1200-0200Z±). CLNC DEL 120.9

CHICAGO CENTER APP/DEP CON 127.05 (0200-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIW.

ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68'

W92°54.53' at fld. 981/3E.



APP CRS 126°	Rwy Idg 5006
	TDZE 974
	Apt Elev 974

RNAV (GPS) RWY 13

MARSHALLTOWN MUNI (MIW)



When VGSI inop, Straight-in/Circling Rwy 13 Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility ¼ mile.

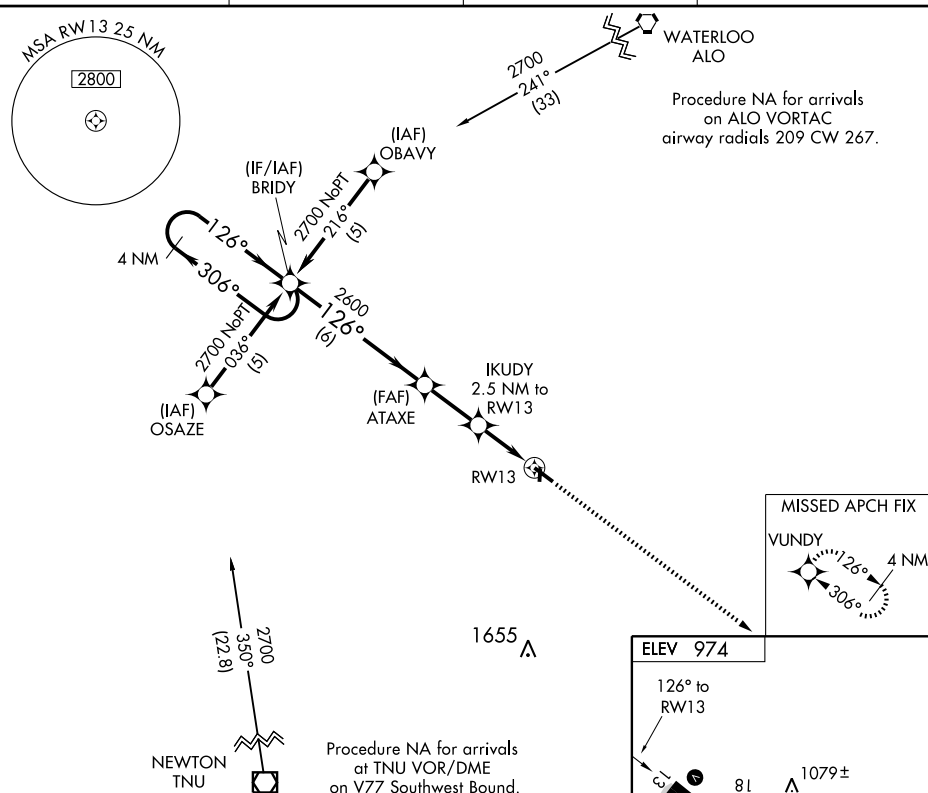
MISSED APPROACH: Climb to 2600 direct VUNDY and hold.

ASOS
128.325

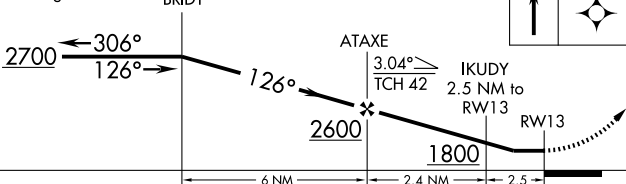
WATERLOO APP CON ★
120.9

CLNC DEL
120.9

UNICOM
122.8 (CTAF) **0**



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1360-1	386 (400-1)		1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 13-31 **0**
REIL Rws 13 and 31 **0**

APP CRS 306°	Rwy Idg 5006
	TDZE 973
	Apt Elev 974

RNAV (GPS) RWY 31

MARSHALLTOWN MUNI (MIW)

▼ When VGSI inop, Straight-in/Circling Rwy 31 Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility ¼ mile.

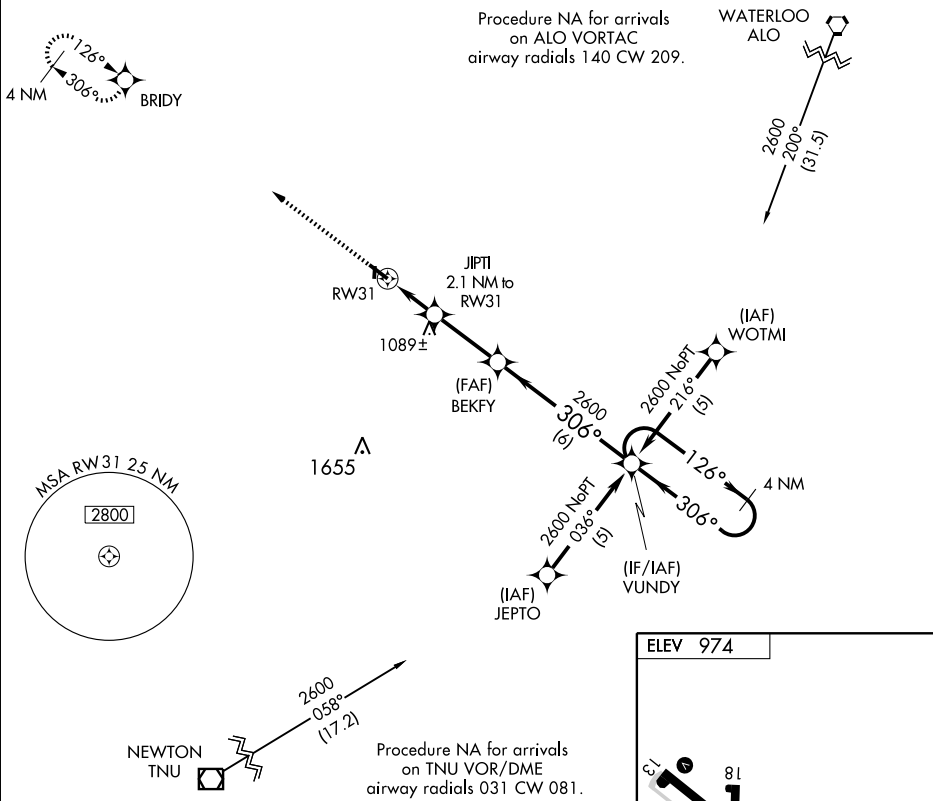
MISSED APPROACH: Climb to 2700 direct BRIDY and hold.

ASOS
128.325

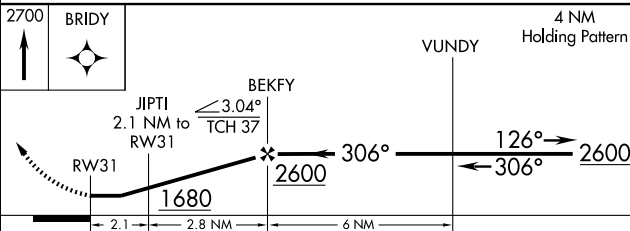
WATERLOO APP CON ★
120.9

CLNC DEL
120.9

UNICOM
122.8 (CTAF) **0**



ELEV 974



CATEGORY	A	B	C	D
LNAV MDA	1340-1	367 (400-1)		1340-1¼ 367 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31 **0**

VOR/DME JWJ
109.4
 Chan **31**

APP CRS
120°

Rwy Idg **5006**
 TDZE **974**
 Apt Elev **974**

VOR RWY 13
 MARSHALLTOWN MUNI (MIW)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-13 Cat C and D and Circling Cat C visibility ¼ mile. Increase JURSI fix minimums S-13 Cat C and D visibility ¼ mile.

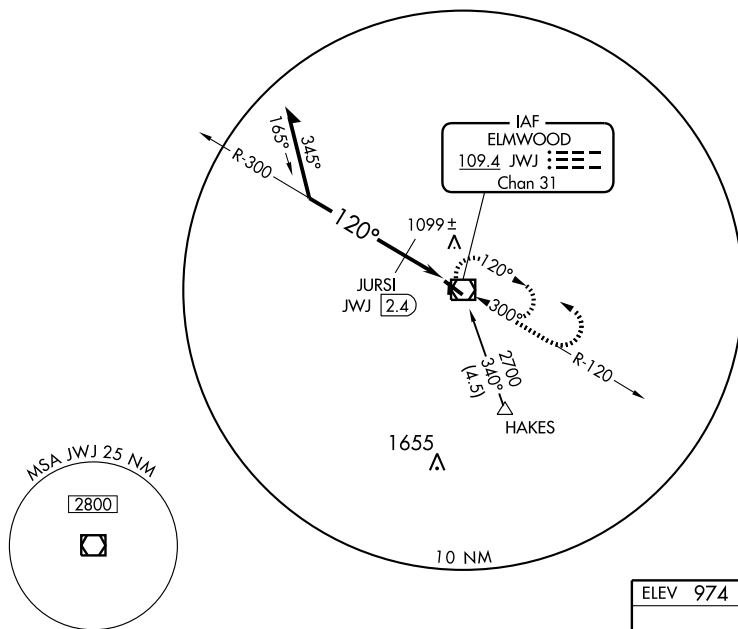
MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

ASOS
128.325

WATERLOO APP CON ★
120.9

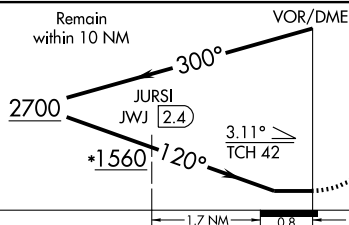
CLNC DEL
120.9

UNICOM
122.8 (CTAF) ①



MSA JWJ 25 NM

2800



*1640 when using Grinnell altimeter setting.



ELEV 974

120° to VOR/DME

TDZE 974

81

36

2806 X 50

5006 X 100

CATEGORY	A	B	C	D
S-13	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-1¾ 586 (600-1¾)
CIRCLING	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-2 586 (600-2)
JURSI FIX MINIMUMS				
S-13	1360-1	386 (400-1)	1360-1¼ 386 (400-1¼)	
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
 MIRL Rwy 13-31 ①
 REIL Rwy 13 and 31 ①

VOR/DME JWJ
109.4
Chan **31**

APP CRS
320°

Rwy Idg
TDZE
Apt Elev

5006
973
974

VOR RWY 31

MARSHALLTOWN MUNI (MIW)

⚠ When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-31 and Circling Cat C and D and TUWAJ fix minimums S-31 Cat C and D visibility $\frac{1}{4}$ mile.

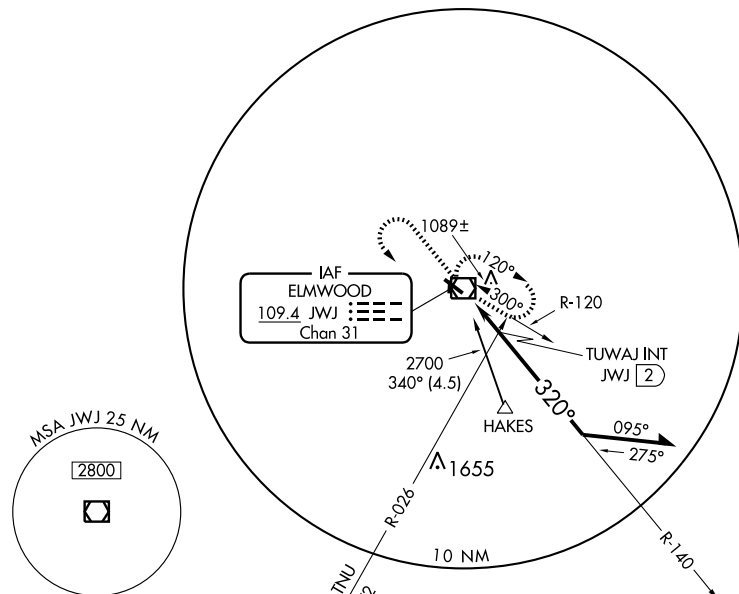
MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

ASOS
128.325

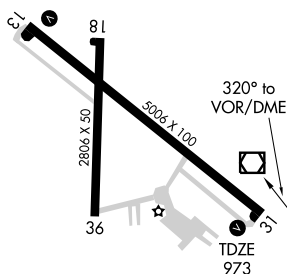
WATERLOO APP CON ★
120.9

CLNC DEL
120.9

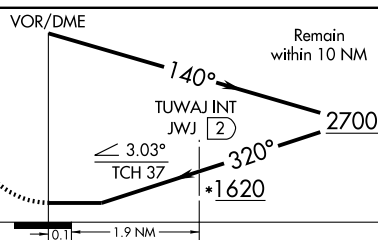
UNICOM
122.8 (CTAF) **0**



ELEV 974



*1700 when using Grinnell altimeter setting.



CATEGORY	A	B	C	D
S-31	1620-1	647 (700-1)	1620-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)	1620-2 647 (700-2)
CIRCLING	1620-1	646 (700-1)	1620-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$)	1620-2 646 (700-2)
TUWAJ FIX MINIMUMS				
S-31	1360-1 387 (400-1)			1360-1 $\frac{1}{4}$ 387 (400-1 $\frac{1}{4}$)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	1540-2 566 (600-2)

MIRL Rwy 18-36

MIRL Rwy 13-31

REIL Rws 13 and 31

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWAASOS
120.3
CTAF/UNICOM
123.0RWY 12-30
S-80, D-110, 2S-140, 2D-180
RWY 18-36
S-80, D-110, 2S-140, 2D-180FIELD
ELEV
1213

81

178.8'

43°10.0'N

△ 1286

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° WELEV
1209

123.8°

5502 X 150

6501 X 150

0.3% UP

358.8'

HS 1

ELEV
1193

FBO

TERMINAL

1252

FBO
HANGAR

HANGARS

HANGARS

36

30

ELEV
1193

43°09.0'N

93°20.5'W

93°19.5'W

AIRPORT DIAGRAM

MASON CITY, IOWA
MASON CITY MUNI (MCW)

MASON CITY MUNI (MCW) 5 W UTC-6(-5DT) N43°09.47' W93°19.88'

OMAHA

1213 B S4 FUEL 100LL, JET A TPA-2013(800) Class I, ARFF Index A NOTAM FILE MCW H-5D, L-12J

RWY 18-36: H6501X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 HIRL 0.3% up N IAP, AD

RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: MALS. PAPI(P4L)—GA 2.9° TCH 62'.

RWY 12-30: H5502X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 32'. Building.

AIRPORT REMARKS: Attended Mon-Fri 1030-0500Z†, Sat

1100-0000Z†, Sun 1600-0500Z†. Arpt ops 641-430-0980. For svc or fuel after hrs PPR call 641-430-9898. Bird and deer activity on and in/ov arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641-421-3397. Air carrier ops in excess of 15 minutes outside

scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641-430-0980. All general aviation t/c remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line.

Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18-36, MIRL Rwy 12-30, REIL Rwy 12, MALS Rwy 18, MALS Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during dalgt hrs. Ldg fee for all commercial operated acft.

WEATHER DATA SOURCES: ASOS 120.3 (641) 357-8490.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.6 (FORT DODGE RADIO)

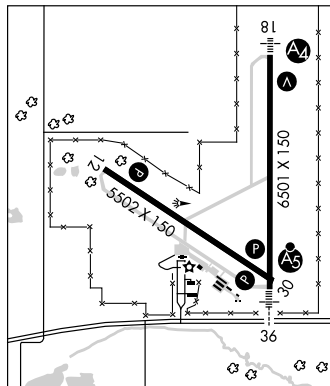
Ⓡ MINNEAPOLIS CENTER APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

(H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 353° 3.8 NM to fld. 1210/6E.

SURFF NDB (LOM) 348 MC N43°03.15' W93°19.66' 356° 6.3 NM to fld.

ILS 109.5 I-MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.



MATHEWS MEM (See TIPTON)

MERLE N41°54.18' W93°39.53' NOTAM FILE FOD.

OMAHA

NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

MILFORD

FULLER (4D8) 1 NW UTC-6(-5DT) N43°19.99' W95°09.54'

OMAHA

1439 FUEL 100LL NOTAM FILE FOD

L-12J

RWY 09-27: H2873X50 (ASPH) LIRL

IAP

RWY 09: Thld dsplcd 60'. Road. RWY 27: Thld dsplcd 360'. Tree.

RWY 18-36: 1990X100 (TURF)

RWY 18: Fence. RWY 36: Thld dsplcd 400'. Tree.

AIRPORT REMARKS: Unattended. For fuel call

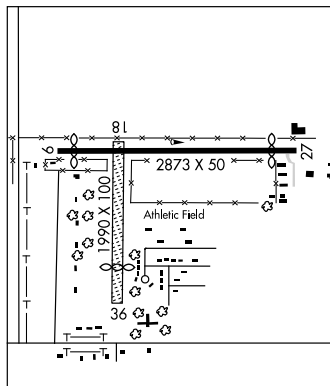
712-337-0247/336-2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18-36 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 005° 10.4 NM to fld. 1330/5E.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MCW 109.5	APP CRS 355°	Rwy Idg TDZE Apt Elev	6501 1193 1213
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ILS or LOC RWY 36

MASON CITY MUNI (MCW)

NA DME from MCW VORTAC.
If local altimeter setting not received, use Charles City
altimeter setting and increase all DA/MDA 100 feet.

MALSR

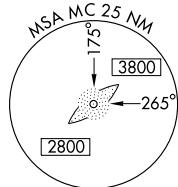
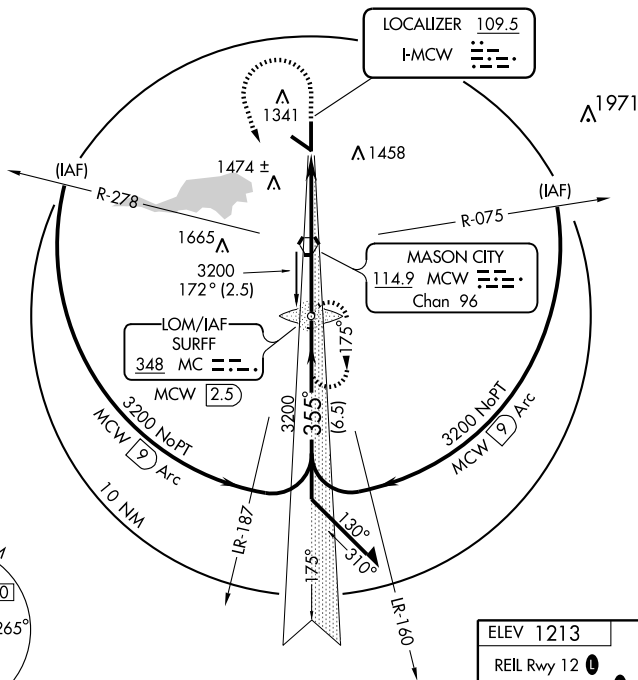


MISSED APPROACH: Climb to 2900, then climbing left
turn to 3200 direct SURFF LOM and hold.

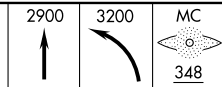
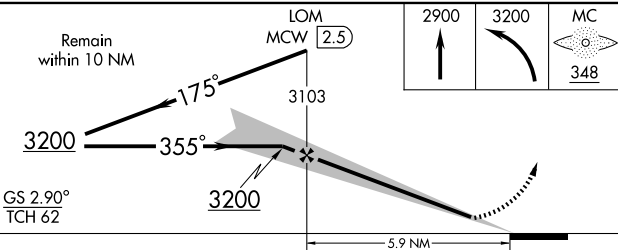
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF)

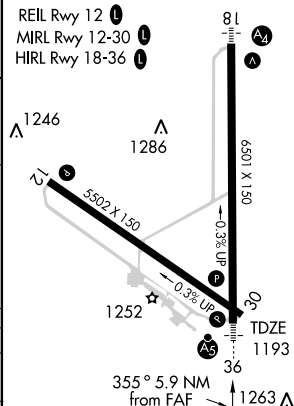


ADF REQUIRED



ELEV 1213

REIL Rwy 12 **L**
MIRL Rwy 12-30 **L**
HIRL Rwy 18-36 **L**



CATEGORY	A	B	C	D
S-ILS 36	1393-1/2 200 (200-1/2)			
S-LOC 36	1600-1/2 407 (400-1/2)		1600-3/4 407 (400-3/4)	
CIRCLING	1720-1 507 (600-1)		1760-1 547 (600-1 1/2)	
			1840-2 627 (700-2)	

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC I-MCW <u>109.5</u>	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1213 1213
----------------------------------	------------------------	-----------------------------	---

LOC BC RWY 18
MASON CITY MUNI (MCW)

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

MALS



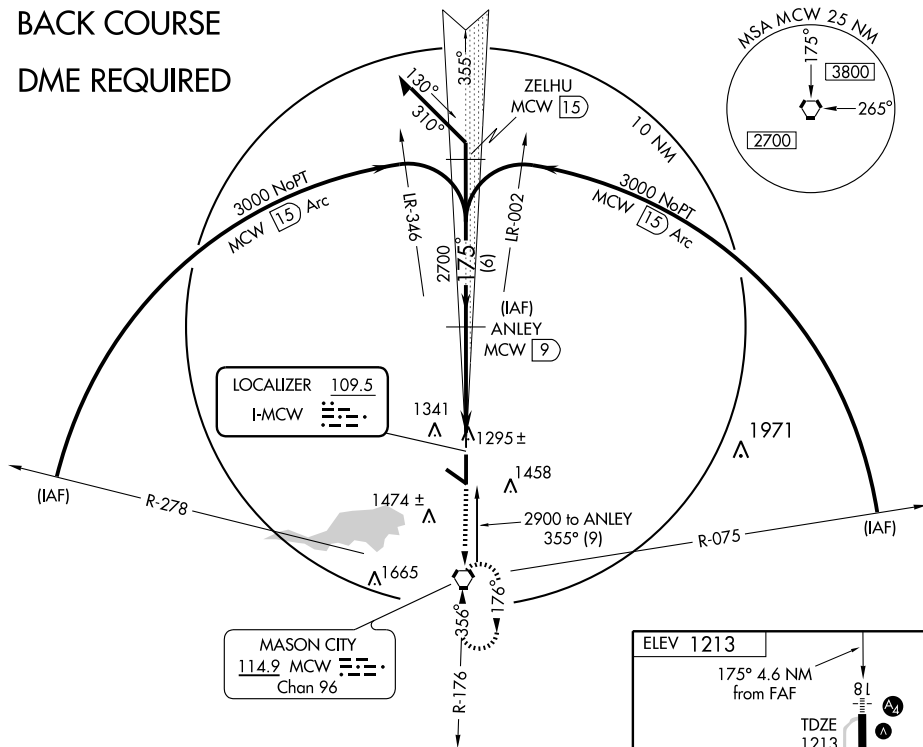
MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) **L**

BACK COURSE
DME REQUIRED



Remain
within 10 NM

2900

ANLEY
MCW 9

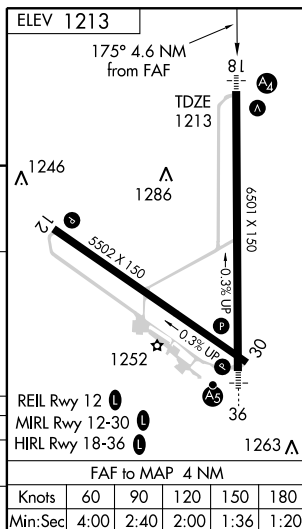
3000
↑

MCW

114.9

Disregard glide slope indications.

CATEGORY	A	B	C	D
S-18	1560- $\frac{3}{4}$ 347 (400- $\frac{3}{4}$)			1560-1 $\frac{1}{4}$ 347 (400-1 $\frac{1}{4}$)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 $\frac{1}{2}$ 547 (600-1 $\frac{1}{2}$)	1840-2 627 (700-2)



MASON CITY, IOWA
Amdt 6B 08213

43°09'N-93°20'W

MASON CITY MUNI (MCW)
LOC BC RWY 18

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS
300°

Rwy Idg **5502**
TDZE **1195**
Apt Elev **1213**

RNAV (GPS) RWY 30

MASON CITY MUNI (MCW)

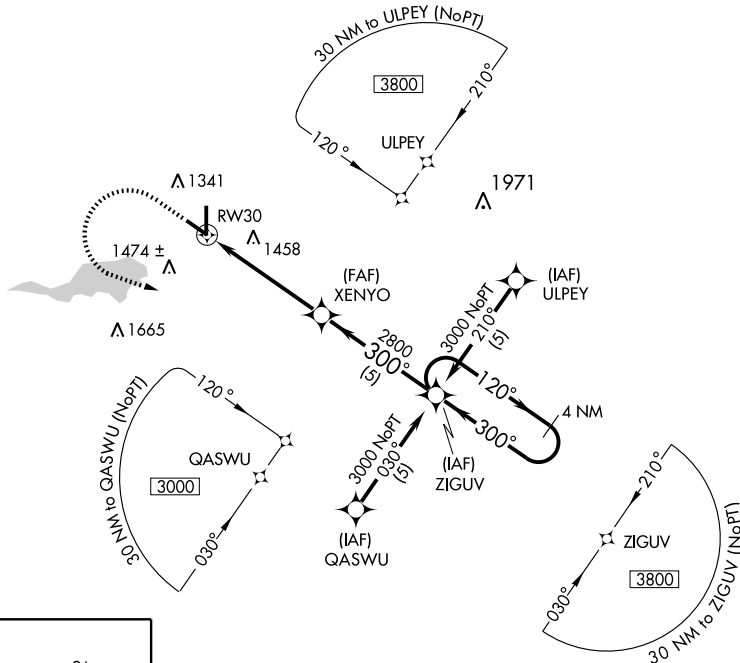
Δ NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

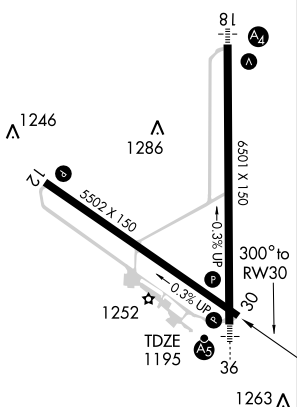
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) 0



ELEV 1213



REIL Rwy 12 **0**
MIRL Rwy 12-30 **0**
HIRL Rwy 18-36 **0**

2500

↑

3000

↶

ZIGUV

✧

1.6 NM to RW30

↘

1.6 NM

3.4 NM

5 NM

RW30

↶

XENYO

✕

2800

↗ 300°

↶ 300°

↗ 120°

3000

ZIGUV

4 NM Holding Pattern

≤ 2.95°

TCH 40

VGSI and descent angles not coincident.

CATEGORY	A		B	C	D
GLS DA	NA				
LNAV/VNAV DA	NA				
LNAV MDA	1720-1	525 (600-1)	1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)	
CIRCLING	1720-1	507 (600-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)	

APP CRS 355°	Rwy Idg TDZE 1193	6501
	Apt Elev 1213	

RNAV (GPS) RWY 36

MASON CITY MUNI (MCW)

NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Charles City altimeter setting.
DME/DME RNP-0.3 NA.

MALSR

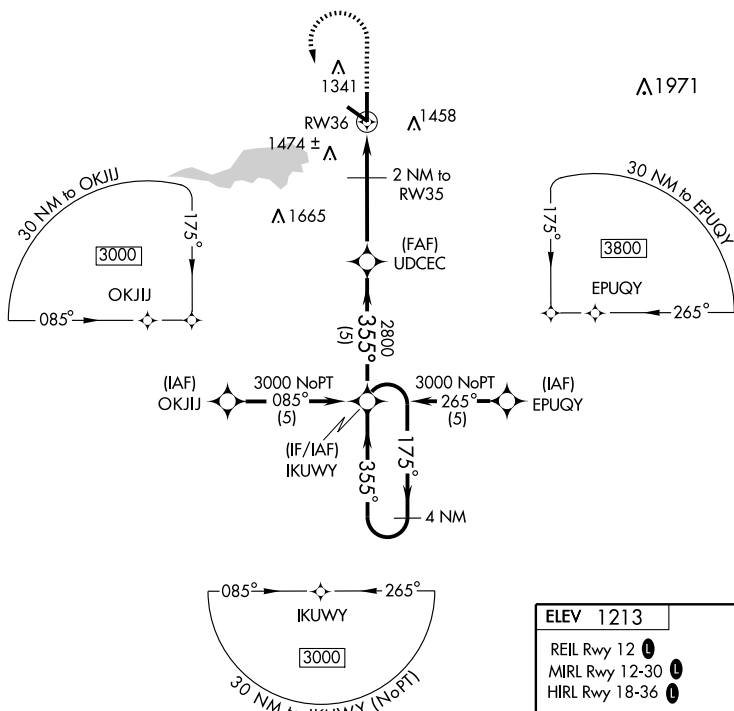


MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

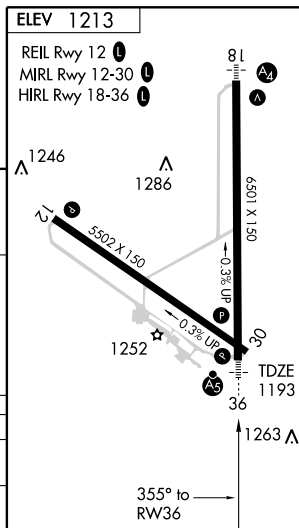
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF)



4 NM Holding Pattern				
IKUWY				
UDCEC				
2000 3000 IKUWY				
3000 175° 355° 355° 2800 2.93° TCH 52 1780 2 NM to RW36				
VGSI and descent angles not coincident.				
5 NM 3 NM 2 NM				
CATEGORY	A	B	C	D
LNAV MDA	1640-½	447 (500-½)	1640-¾	1640-1
			447 (500-¾)	447 (500-1)
CIRCLING	1660-1	1680-1	1760-1½	1840-2
	447 (500-1)	467 (500-1)	547 (600-1½)	627 (700-2)



VORTAC MCW 114.9 Chan 96	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1213 1213
--	------------------------	-----------------------------	---

VOR/DME RWY 18

MASON CITY MUNI (MCW)

If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

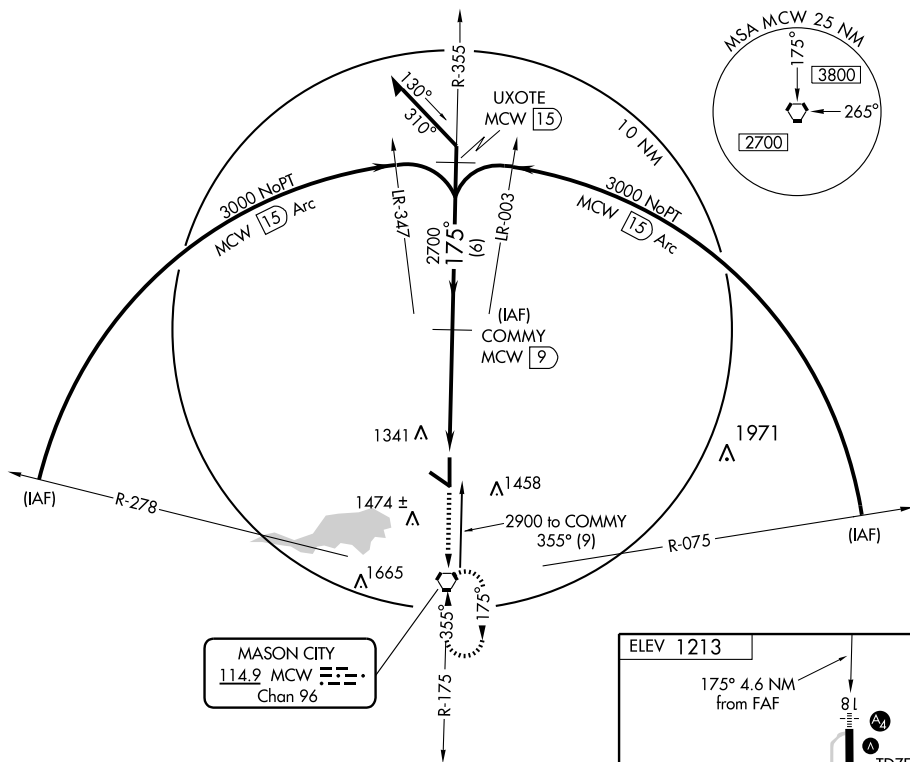


MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

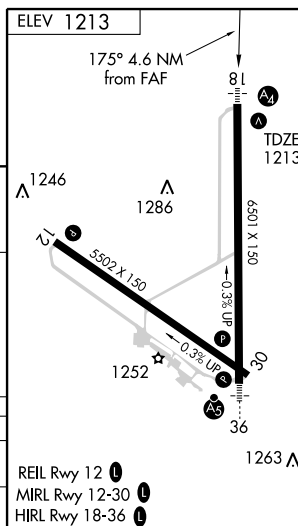
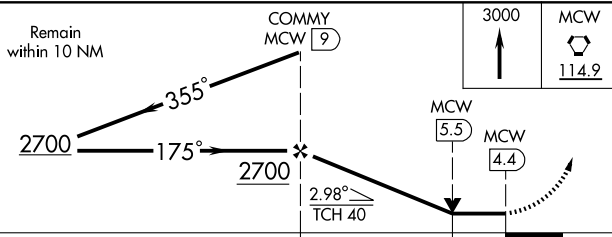
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) 0



MASON CITY
114.9 MCW Chan 96



CATEGORY	A	B	C	D
S-18	1600-3/4	387 (400-3/4)		1600-1 1/4 387 (400-1 1/4)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)

VORTAC MCW 114.9 Chan 96	APP CRS 356°	Rwy Idg TDZE 1193 Apt Elev 1213
--	------------------------	---

VOR RWY 36

MASON CITY MUNI (MCW)

Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City
altimeter setting and increase all MDA 100 feet.

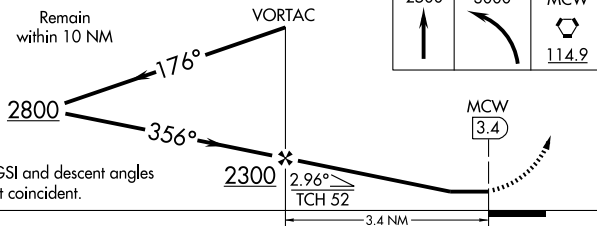
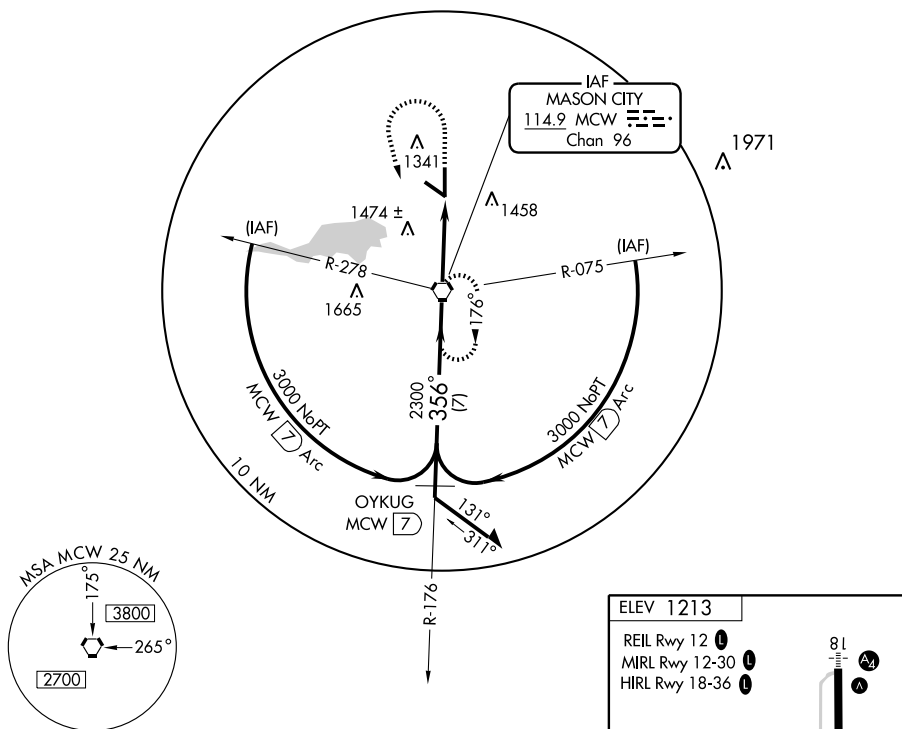


MISSED APPROACH: Climb to 2500, then climbing left
turn to 3000 direct MCW VORTAC and hold.

ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

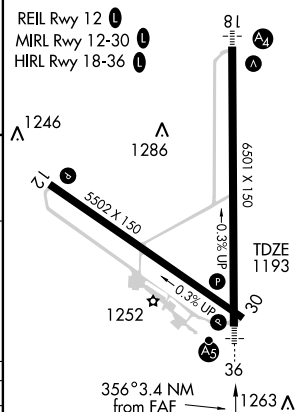
UNICOM
123.0 (CTAF) 0



2500	3000	MCW
↑	↘	114.9

ELEV 1213

REIL Rwy 12 **1**
MIRL Rwy 12-30 **1**
HIRL Rwy 18-36 **1**



CATEGORY	A	B	C	D
S-36	1640-1/2 447 (500-1/2)		1640-3/4 447 (500-3/4)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 547 (600-1 1/2)	1840-2 627 (700-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

MASON CITY MUNI (MCW) 5 W UTC-6(-5DT) N43°09.47' W93°19.88'

OMAHA

1213 B S4 FUEL 100LL, JET A TPA-2013(800) Class I, ARFF Index A NOTAM FILE MCW H-5D, L-12J

RWY 18-36: H6501X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 HIRL 0.3% up N IAP, AD

RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: MALS. PAPI(P4L)—GA 2.9° TCH 62'.

RWY 12-30: H5502X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 32'. Building.

AIRPORT REMARKS: Attended Mon-Fri 1030-0500Z†, Sat

1100-0000Z†, Sun 1600-0500Z†. Arpt ops 641-430-0980. For svc or fuel after hrs PPR call 641-430-9898. Bird and deer activity on and in/ov arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641-421-3397. Air carrier ops in excess of 15 minutes outside

scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641-430-0980. All general aviation t/c remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line.

Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18-36, MIRL Rwy 12-30, REIL Rwy 12, MALS Rwy 18, MALS Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during dalgt hrs. Ldg fee for all commercial operated acft.

WEATHER DATA SOURCES: ASOS 120.3 (641) 357-8490.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.6 (FORT DODGE RADIO)

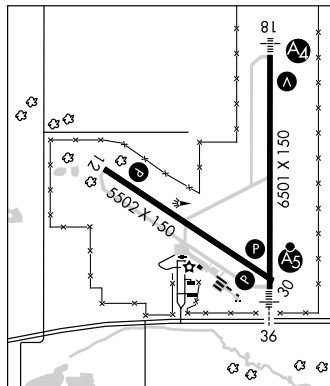
Ⓡ MINNEAPOLIS CENTER APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

(H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 353° 3.8 NM to fld. 1210/6E.

SURFF NDB (LOM) 348 MC N43°03.15' W93°19.66' 356° 6.3 NM to fld.

ILS 109.5 I-MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.



MATHEWS MEM (See TIPTON)

MERLE N41°54.18' W93°39.53' NOTAM FILE FOD.

OMAHA

NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

MILFORD

FULLER (4D8) 1 NW UTC-6(-5DT) N43°19.99' W95°09.54'

OMAHA

1439 FUEL 100LL NOTAM FILE FOD

L-12J

RWY 09-27: H2873X50 (ASPH) LIRL

IAP

RWY 09: Thld dsplcd 60'. Road. RWY 27: Thld dsplcd 360'. Tree.

RWY 18-36: 1990X100 (TURF)

RWY 18: Fence. RWY 36: Thld dsplcd 400'. Tree.

AIRPORT REMARKS: Unattended. For fuel call

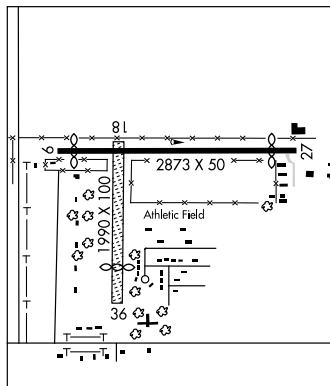
712-337-0247/336-2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18-36 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 005° 10.4 NM to fld. 1330/5E.



VOR/DME SPW
110.0
Chan **37**

APP CRS
005°

Rwy Idg
TDZE
Apt Elev **1439**

N/A
N/A

VOR/DME or GPS-A
MILFORD/FULLER(4D8)

▼ Procedure not authorized at night. Use Spencer altimeter setting;
If not received, procedure not authorized.

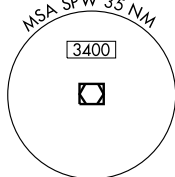
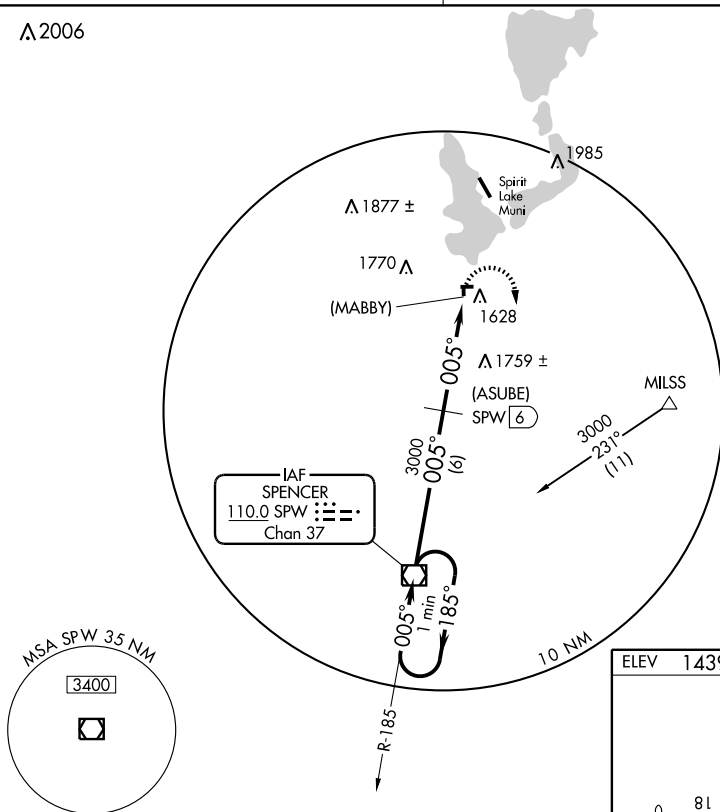
▲ NA

MISSED APPROACH: Climbing right turn to 3000
direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER
127.75 257.7

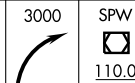
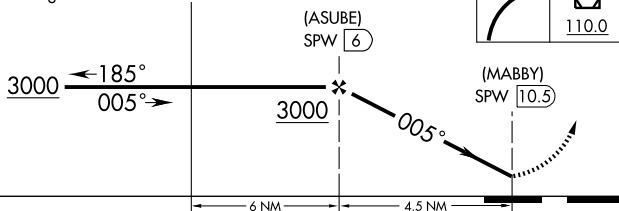
CTAF
122.9

△ 2006



One Minute
Holding Pattern

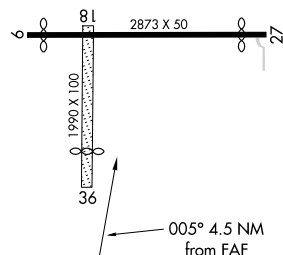
VOR/DME



(ASUBE)
SPW 6

(MABBY)
SPW 10.5

ELEV 1439



URL Rwy 9-27 and 18-36

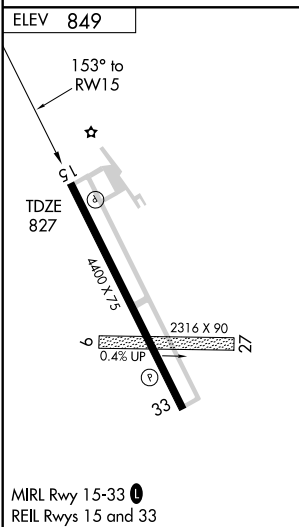
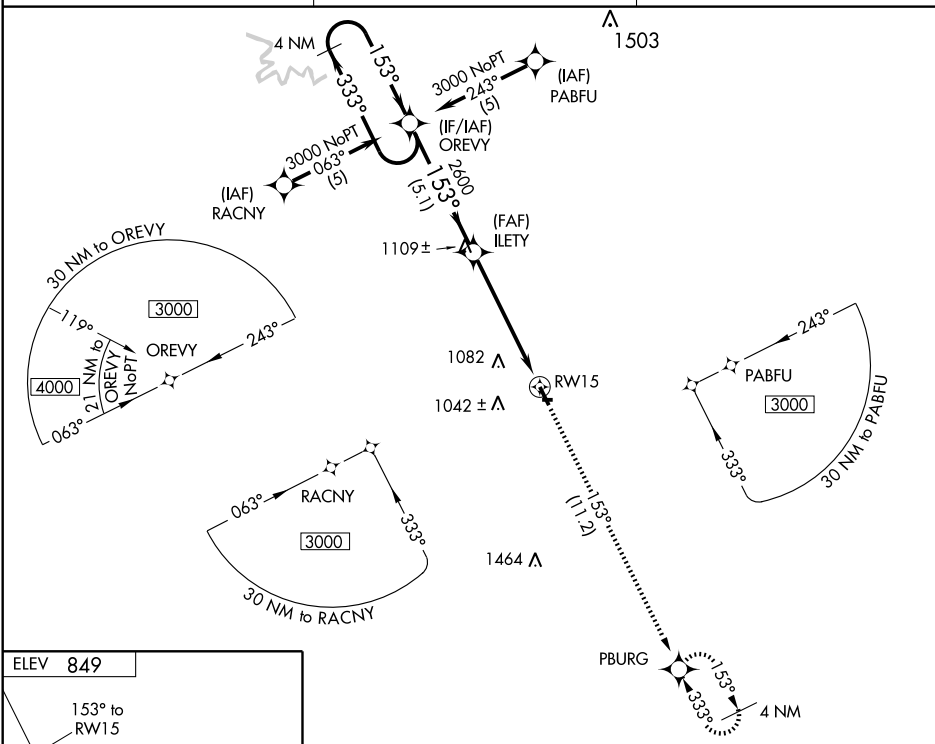
APP CRS 153°	Rwy Idg 4400
TDZE 827	Apt Elev 849

RNAV (GPS) RWY 15

MONTICELLO RGNL (MXO)

NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -16°C (4°F)	MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.
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AWOS-3 119.275	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) ①
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4 NM Holding Pattern OREVY 3000 ← 333° 153° → GS 3.00° TCH 40				3000 ↑ 153° crs	PBURG ✧
5.1 NM 4 NM 1.4 NM				*1.4 NM to RW15 *LNAV only	
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1300-1¾ 473 (500-1¾)				NA
LNAV MDA	1320-1	493 (500-1)	1320-1¾	493 (500-1¾)	NA
CIRCLING	1360-1¾	1380-1¾	1400-1¾	551 (600-1¾)	NA

APP CRS
333°

Rwy Idg **4400**
TDZE **829**
Apt Elev **849**

RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)



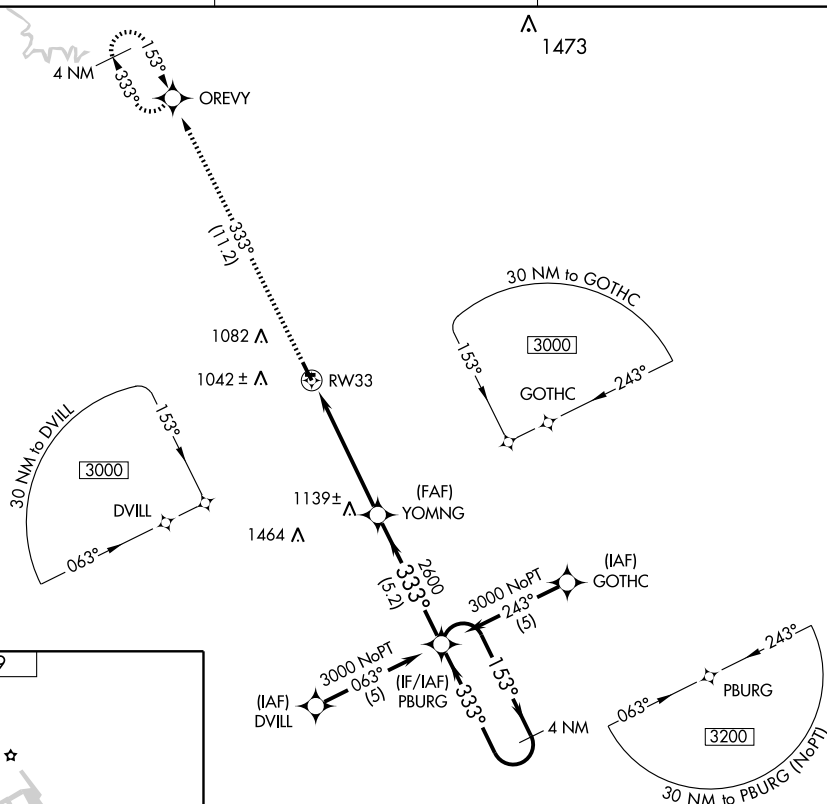
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via
333° course to OREVV WP and hold.

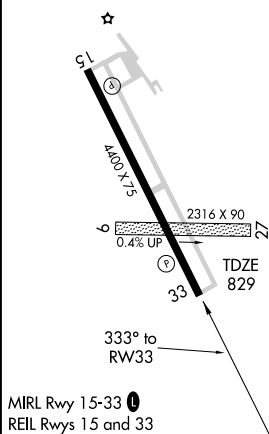
AWOS-3
119.275

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) ①



ELEV **849**



CATEGORY	A		B		C		D	
	1340-1		511 (500-1)		1340-1½ 511 (500-1½)		NA	
CIRCLING	1360-1		1380-1		1400-1½		NA	
	511 (600-1)		531 (600-1)		551 (600-1½)			

MONONA MUNI (7C3) 3 SE UTC-6(-5DT) N43°01.98' W91°20.79'

CHICAGO

1147 **FUEL** 100LL, MOGAS NOTAM FILE FOD

RWY 18-36: 2650X120 (TURF) LIRL

RWY 18: Road.

AIRPORT REMARKS: Unattended. For fuel call 563-536-2851 or 563-539-2355. Arpt CLOSED Dec-Feb. No snow removal for conditions call 563-539-2355 or 563-536-2851. Rwy 18-36 marked with yellow cones on rwy ends and sides.

COMMUNICATIONS: CTAF 122.9

MONTEZUMA

SIG FLD (7C5) 3 S UTC-6(-5DT) N41°32.90' W92°32.08'

CHICAGO

929 NOTAM FILE FOD

RWY 18-36: 2600X105 (TURF)

RWY 18: Thld dsplcd 400'. Pole.

AIRPORT REMARKS: Unattended. Rwy 18-36 rwy ends and sides marked with yellow cones. Dsplcd thld marked with yellow cones-2 cones placed outboard of rwy edges and 400' from AER 18.

COMMUNICATIONS: CTAF 122.9

MONTICELLO RGNL (MXO) 2 SE UTC-6(-5DT) N42°13.22' W91°09.80'

CHICAGO

832 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MXO

L-286

RWY 15-33: H4400X75 (CONC) S-12.5 MIRL

IAP

RWY 15: REIL. PAPI(P2L). Road. **RWY 33:** REIL. PAPI(P2L). Trees.

RWY 09-27: 2316X90 (TURF) 0.4% up E

RWY 09: Brush. **RWY 27:** Road.

AIRPORT REMARKS: Attended 1330-0030Z†. For svc after hrs call 319-821-0372. Unattended all major holidays. 24 hr self svc fuel. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (319) 465-6155.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CEDAR RAPIDS APP/DEP CON 134.05 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09' W90°42.54' 238° 23.0 NM to fld. 1051/4E.

MORNINGSTAR FLD (See DES MOINES)

MOUNT AYR

JUDGE LEWIS FLD MT AYR MUNI (1Y3) 2 SE UTC-6(-5DT) N40°42.33' W94°13.43'

OMAHA

1265 NOTAM FILE FOD

RWY 17-35: 2600X40 (GRVL-TRTD) LIRL (NSTD)

RWY 17: Tree.

AIRPORT REMARKS: Unattended. Rwy 17-35 thresholds marked with yellow cones dsplcd thld and edges 60' from centerline. Rwy 17-35 NSTD LIRL, rwy lgts are 60' from centerline.

COMMUNICATIONS: CTAF 122.9

MOUNT PLEASANT MUNI (MPZ) 3 SE UTC-6(-5DT) N40°56.80' W91°30.66'

CHICAGO

730 B S2 **FUEL** 100LL, JET A OX 1,2 NOTAM FILE MPZ

L-27B

RWY 15-33: H4001X75 (ASPH) S-12, D-16 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.0° TCH 35'. Tree.

Rwy 33: REIL. PAPI(P2L)—GA 3.0° TCH 29°. Fence. Rgt tfc.

RWY 03-21: 1965X120 (TURF)

RWY 03: Tree. **RWY 21:** Fence.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For arpt attendance on Sat-Sun call 1-800-711-6266. Rwy

03-21 corners and edges marked with yellow cones. MIRL Rwy

15-33 preset on low ints only. ACTIVATE REIL Rwy 33 only when

MIRL ops—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (319) 385-4926.

COMMUNICATIONS: CTAF/UNICOM 123.05

CHICAGO CENTER APP/DEP CON 135.6

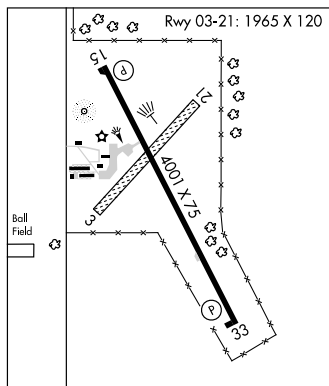
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 292° 29.8 NM to fld. 730/5E. HIWAS.

NDB (MHW) 212 MPZ N40°56.94' W91°30.91' at fld.

NOTAM FILE MPZ.



NDB MPZ
212

APP CRS
327°

Rwy Idg	4000
TDZE	730
Apt Elev	730

NDB RWY 33

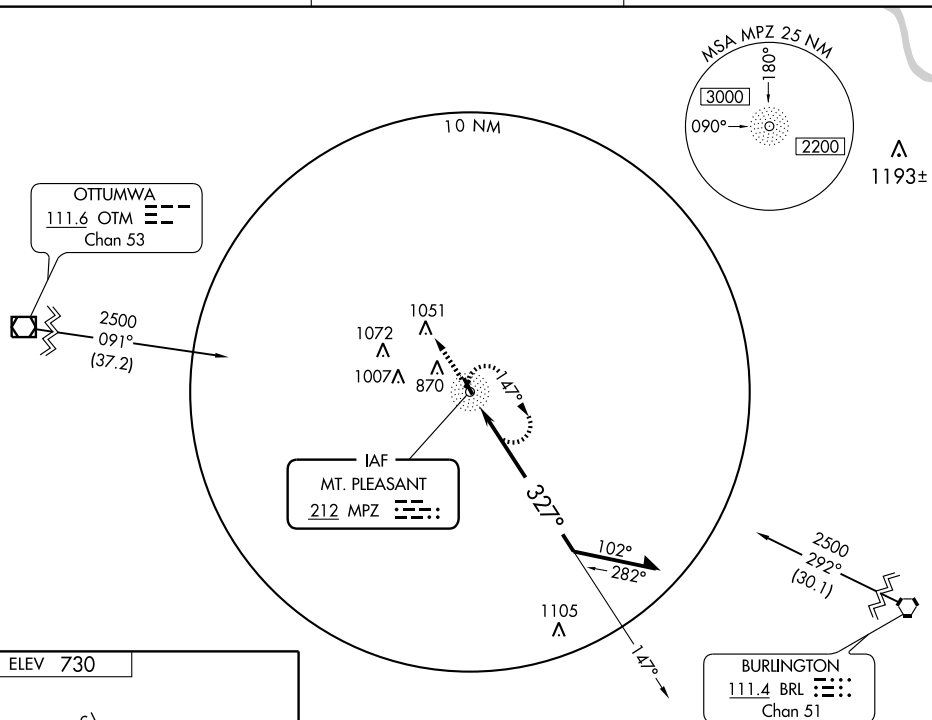
MOUNT PLEASANT MUNI (MPZ)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 60 feet and S-33 and circling Cat C visibility $\frac{1}{4}$ mile. When VGSI inoperative, straight-in minimums NA at night.

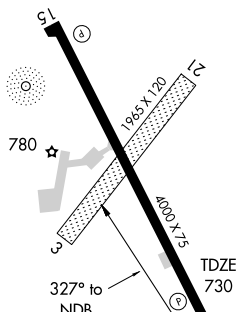
MISSED APPROACH: Climb to 2300 then right turn direct MPZ NDB and hold.

AWOS-3
119.325

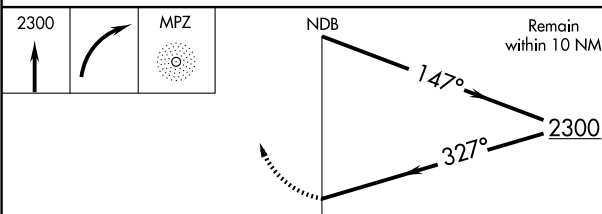
CHICAGO CENTER
135.6 316.1

UNICOM
123.05 (CTAF) **L**

ELEV 730



REIL Rwy 33 **L**
MIRL Rwy 15-33



CATEGORY	A	B	C	D
S-33	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA
CIRCLING	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA

MOUNT PLEASANT, IOWA

Amdt 6 23SEP10

MOUNT PLEASANT MUNI (MPZ)

NDB RWY 33

40°57'N - 91°31'W

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 86819 W15A	APP CRS 152°	Rwy Idg TDZE 730 Apt Elev 730	4000 730
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RNAV (GPS) RWY 15

MOUNT PLEASANT MUNI (MPZ)

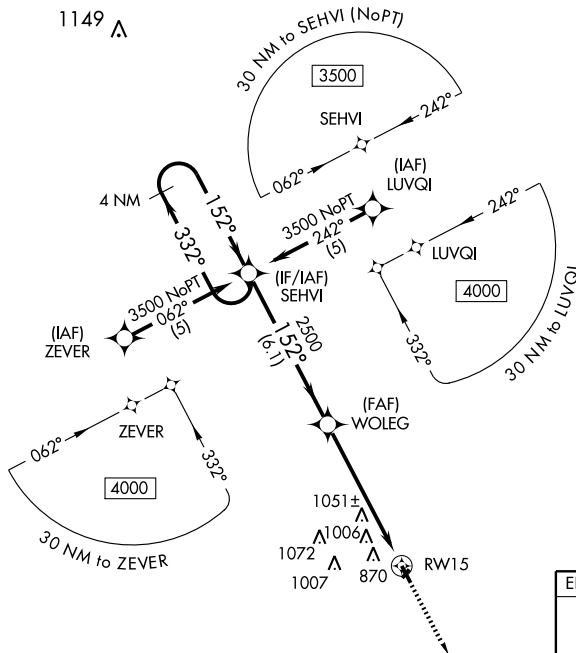
⚠ BARO-VNAV NA when using Burlington altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1394 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
ODOZO and hold.

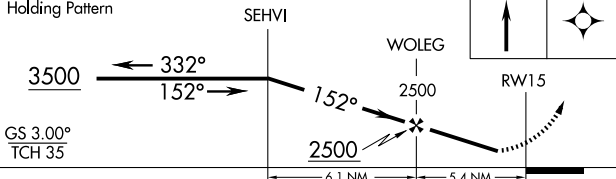
AWOS-3
119.325

CHICAGO CENTER
135.6 316.1

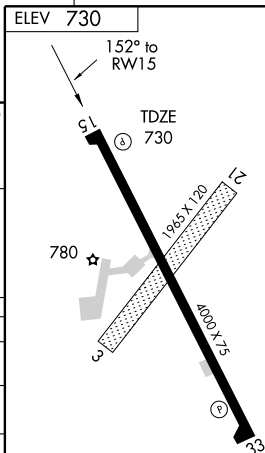
UNICOM
123.05 (CTAF) ①



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	980-1	250 (300-1)		NA
LNAV/VNAV DA	1343-2 ¼	613 (700-2 ¼)		NA
LNAV MDA	1360-1	630 (700-1)	1360-1 ¾ 630 (700-1 ¾)	NA
CIRCLING	1360-1	630 (700-1)	1360-1 ¾ 630 (700-1 ¾)	NA



REIL Rwy 33 ①
MIRL Rwy 15-33

WAAS CH 81919 W33A	APP CRS 332°	Rwy Idg TDZE 730 Apt Elev 730
--	------------------------	---

RNAV (GPS) RWY 33

MOUNT PLEASANT MUNI (MPZ)

⚠ Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 54°C(130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1073 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, and LNAV and Circling Cat C visibility ¼ mile.

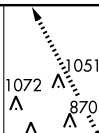
MISSED APPROACH:
Climb to 3500 direct SEHVI and hold.

AWOS-3
119.325

CHICAGO CENTER
135.6 316.1

UNICOM
123.05 (CTAF) ①

MISSED APCH FIX



1072

1007

870

819 ±

762 ±

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MUSCATINE MUNI (MUT) 5 SW UTC-6(-5DT) N41°22.07' W91°08.89'

CHICAGO

547 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE MUT

H-5D, L-27B

RWY 06-24: H5500X100 (CONC-GRVD) S-28 MIRL

IAP

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52'.

RWY 12-30: H4000X75 (CONC-GRVD) MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1300-0000Z†. For attendant after hours call 563-263-8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06-24 and Rwy 12-30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (563) 263-0902.**COMMUNICATIONS:** CTAF/UNICOM 122.7① **QUAD CITY APP/DEP CON** 118.2 (1130-0430Z†)① **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

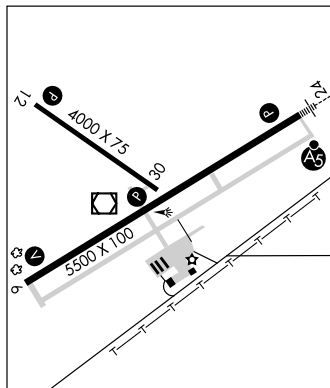
CLNC DEL 124.25

AIRSPACE: CLASS E svc 1100-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MUT.

PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98'

W91°08.94' at fld. 540/1E.

ILS/DME 109.15 I-LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.

**NEW HAMPTON MUNI** (1Y5) 2 NW UTC-6(-5DT) N43°05.23' W92°20.59'

CHICAGO

1173 NOTAM FILE FOD

RWY 17-35: H2900X75 (ASPH) S-16

RWY 17: Tree. RWY 35: Road.

RWY 04-22: 2300X105 (TURF)

RWY 04: Pole. RWY 22: Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED for night ops. Parachute Jumping. Radio controlled acft ops in area.

Rwy 04-22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.

COMMUNICATIONS: CTAF 122.9**NEWTON MUNI** (TNU) 2 SE UTC-6(-5DT) N41°40.47' W93°01.30'

OMAHA

953 B S4 FUEL 100LL, JET A NOTAM FILE TNU

H-5D, L-12J

RWY 14-32: H5599X100 (ASPH) S-22, D-30 MIRL

IAP

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1330-0000Z†, Sat-Sun 1400-2300Z†, after hrs only call 641-791-0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14-32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.275 (641) 791-3302.**COMMUNICATIONS:** CTAF/UNICOM 122.8

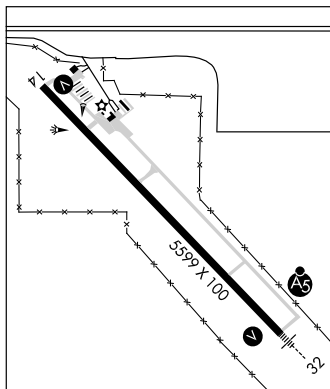
RCO 122.1R 112.5T (FORT DODGE RADIO)

① **DES MOINES APP/DEP CON** 123.9 CLNC DEL 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

(L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54'

146° 7.6 NM to fld. 980/3E.

ILS 109.7 I-MGX Rwy 32. Class IB. ILS unmonitored.



LOC/DME I-LUC
109.15
Chan **28(Y)**

APP CRS
240°

Rwy Idg **5500**
TDZE **545**
Apt Elev **547**

ILS or LOC RWY 24

MUSCATINE MUNI (MUT)

When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Iowa City Muni altimeter setting, increase S-ILS visibility to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.



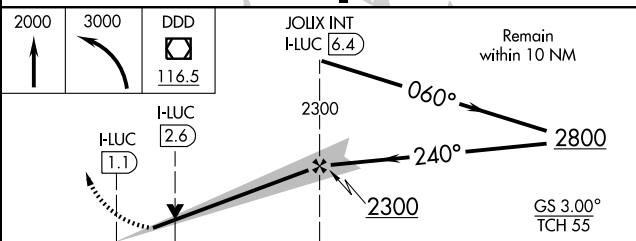
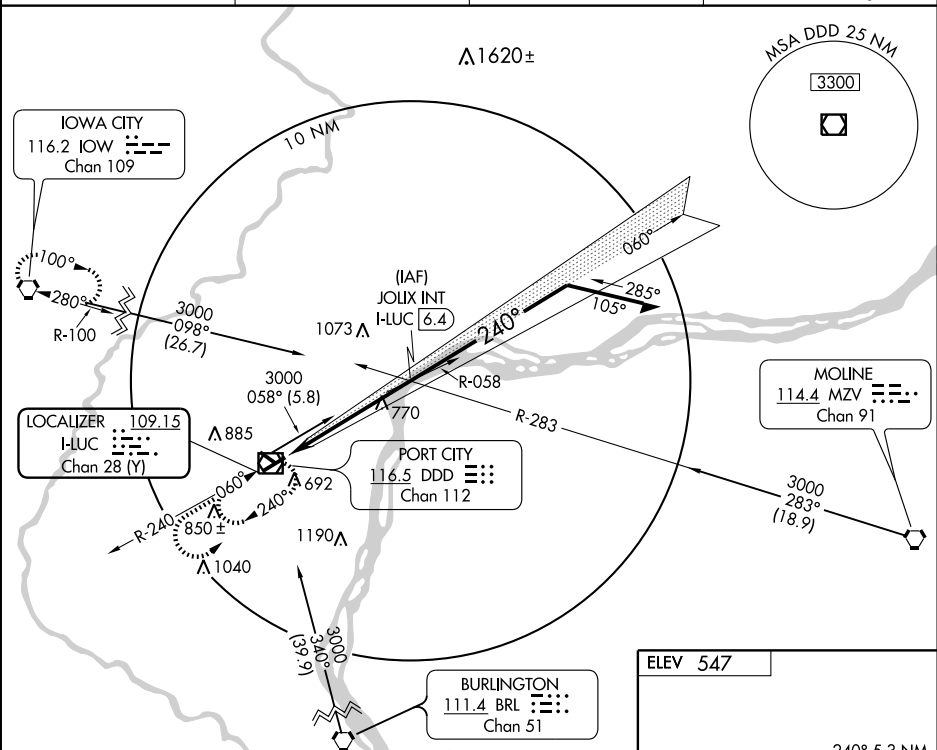
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3
119.775

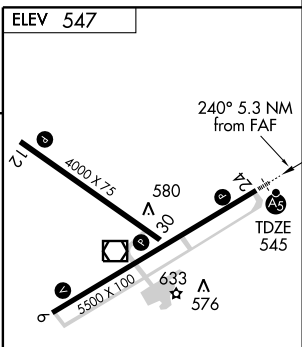
QUAD CITY APP CON*
118.2 257.8

CLNC DEL
124.25

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¼ 653 (700-1¼)	1200-2 653 (700-2)



REIL Rwy 6, 12, and 30 L					
MIRL Rwy 6-24 and 12-30 L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

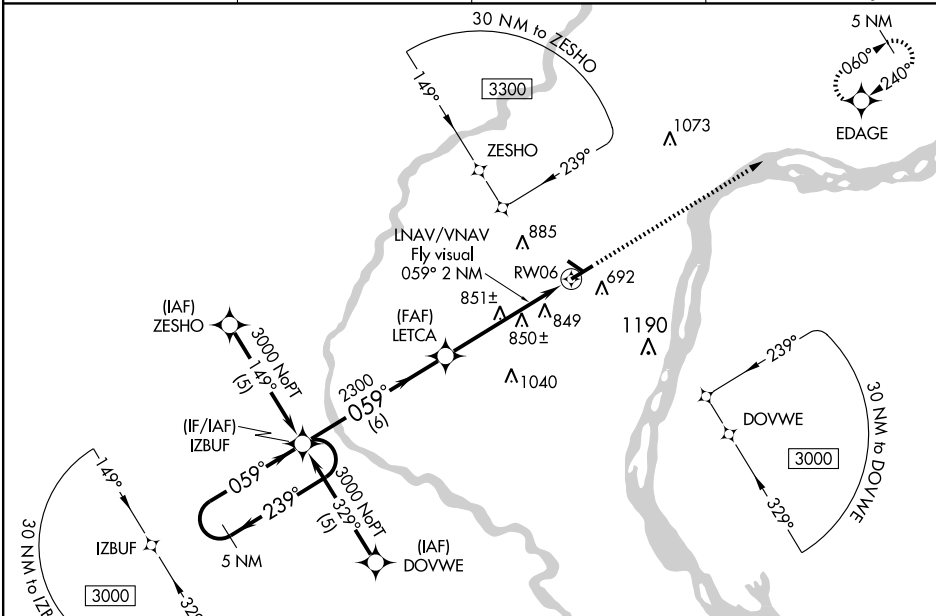
WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5500 547 547
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RNAV (GPS) RWY 6

MUSCATINE MUNI (MUT)

<p>▼ DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.</p> <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).</p> <p>If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.</p> <p>Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct EDAGE and hold.</p>
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AWOS-3 119.775	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern

3000

239°

059°

GS 3.00°
TCH 45

IZBUF

2300

059°

6 NM

3.6 NM

1.7 NM

LETCA

*LNNAV only

*1.7 NM to RW06

RW06

LNNAV/VNAV Fly visual 059° 2 NM

3000

EDAGE

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½ 653 (700-2½)	

ELEV 547

12

4000 X 75

580

30

24

633

576

AS

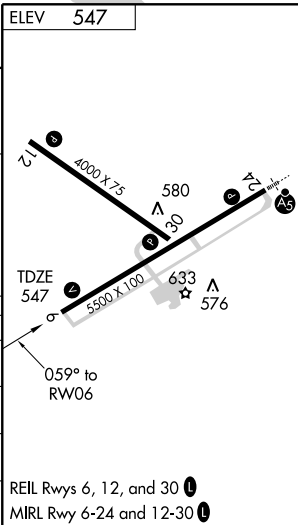
TDZE 547

5500 X 100

059° to RW06

REIL Rwy 6, 12, and 30

MIRL Rwy 6-24 and 12-30



WAAS CH 99701 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
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RNAV (GPS) RWY 24

MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA.
⚠ For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MALSR



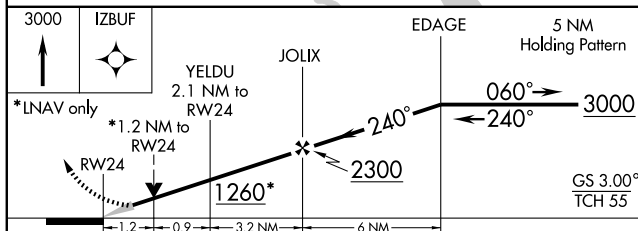
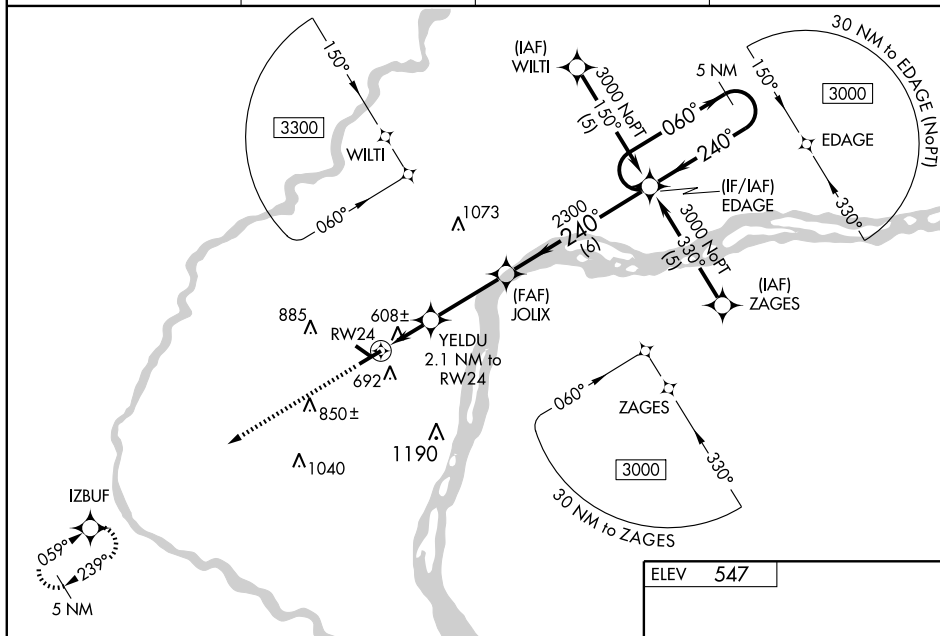
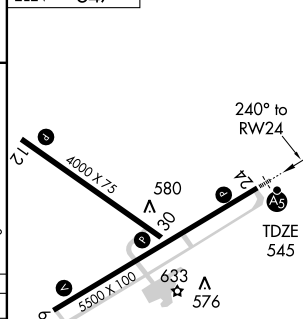
MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3
119.775

QUAD CITY APP CON ★
118.2 257.8

CINC DEL
124.25

UNICOM
122.7 (CTAF) **1**

ELEV **547**

CATEGORY	A	B	C	D
LPV DA	812-½		267 (300-½)	
LNAV/VNAV DA	874-¾		329 (400-¾)	
LNAV MDA	960-½	415 (500-½)	960-¾	960-1
			415 (500-¾)	415 (500-1)
CIRCLING	1000-1¼	1160-1¼	1200-1¾	1200-2
	453 (500-1¼)	613 (700-1¼)	653 (700-1¾)	653 (700-2)

REIL Rwy 6, 12, and 30 **1**
 MRL Rwy 6-24 and 12-30 **1**

MUSCATINE, IOWA

Orig 08101

41°22'N-91°09'W

RNAV (GPS) RWY 24

VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg TDZE Apt Elev 5500 547 547
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VOR RWY 6

MUSCATINE MUNI (MUT)

⚠ When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility $\frac{1}{4}$ mile. DME minimums: increase S-6 Cat C and D visibility $\frac{1}{2}$ mile and Circling Cat C and D $\frac{1}{4}$ mile. VDP NA when using Iowa City Muni altimeter setting.

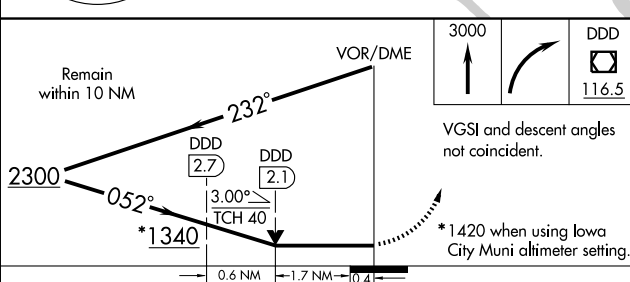
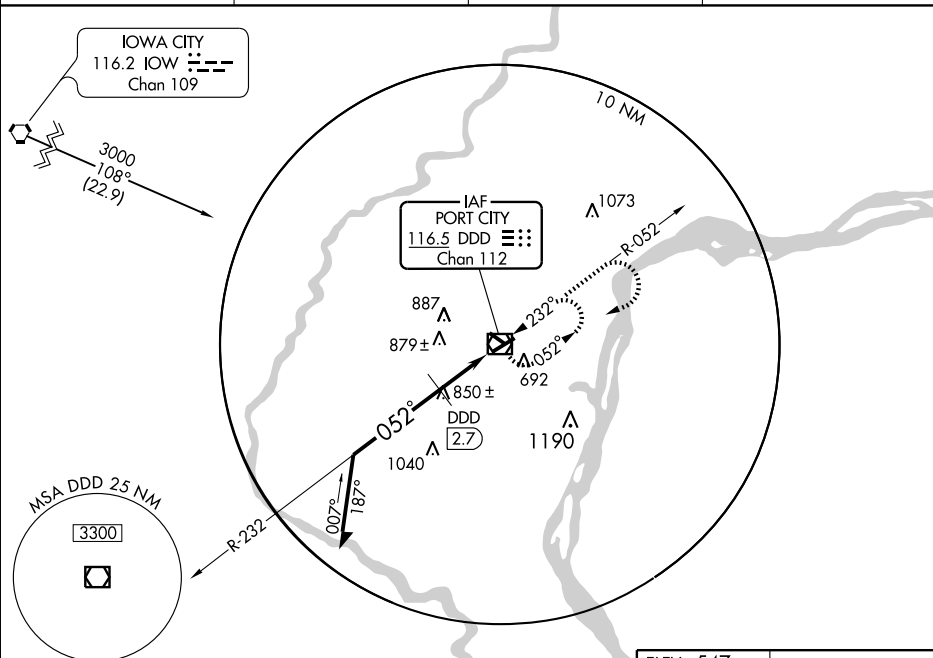
MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

AWOS-3
119.775

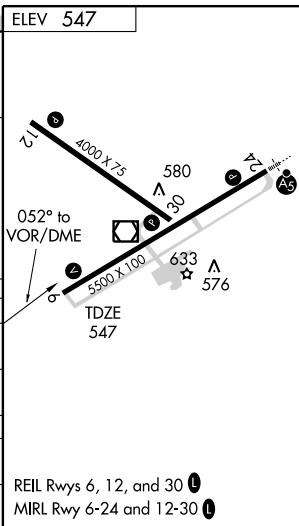
QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
124.25

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1½ 793 (800-1½)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1½ 793 (800-1½)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)
CIRCLING	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)



MUSCATINE MUNI (MUT) 5 SW UTC-6(-5DT) N41°22.07' W91°08.89'

CHICAGO

547 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE MUT

H-5D, L-27B

RWY 06-24: H5500X100 (CONC-GRVD) S-28 MIRL

IAP

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52'.

RWY 12-30: H4000X75 (CONC-GRVD) MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1300-0000Z†. For attendant after hours call 563-263-8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06-24 and Rwy 12-30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (563) 263-0902.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130-0430Z†)Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

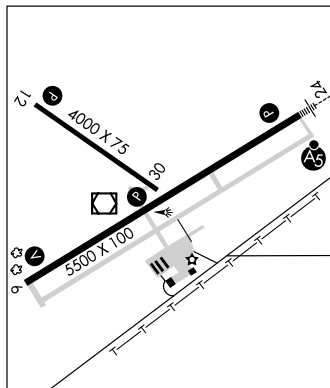
CLNC DEL 124.25

AIRSPACE: CLASS E svc 1100-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MUT.

PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98'

W91°08.94' at fld. 540/1E.

ILS/DME 109.15 I-LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.

**NEW HAMPTON MUNI** (1Y5) 2 NW UTC-6(-5DT) N43°05.23' W92°20.59'

CHICAGO

1173 NOTAM FILE FOD

RWY 17-35: H2900X75 (ASPH) S-16

RWY 17: Tree. RWY 35: Road.

RWY 04-22: 2300X105 (TURF)

RWY 04: Pole. RWY 22: Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED for night ops. Parachute Jumping. Radio controlled acft ops in area.

Rwy 04-22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.

COMMUNICATIONS: CTAF 122.9**NEWTON MUNI** (TNU) 2 SE UTC-6(-5DT) N41°40.47' W93°01.30'

OMAHA

953 B S4 FUEL 100LL, JET A NOTAM FILE TNU

H-5D, L-12J

RWY 14-32: H5599X100 (ASPH) S-22, D-30 MIRL

IAP

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1330-0000Z†, Sat-Sun 1400-2300Z†, after hrs only call 641-791-0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14-32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.275 (641) 791-3302.**COMMUNICATIONS:** CTAF/UNICOM 122.8

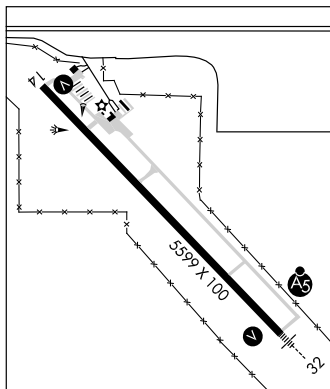
RCO 122.1R 112.5T (FORT DODGE RADIO)

Ⓡ **DES MOINES APP/DEP CON** 123.9 CLNC DEL 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

(L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54'

146° 7.6 NM to fld. 980/3E.

ILS 109.7 I-MGX Rwy 32. Class IB. ILS unmonitored.



LOC I-MGX <u>109.7</u>	APP CRS 318°	Rwy Idg TDZE Apt Elev	5599 950 953
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ILS or LOC RWY 32
NEWTON MUNI (TNU)

TANA

MALSR

MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

AWOS-3
132,275

DES MOINES APP CON
123.9 307.15

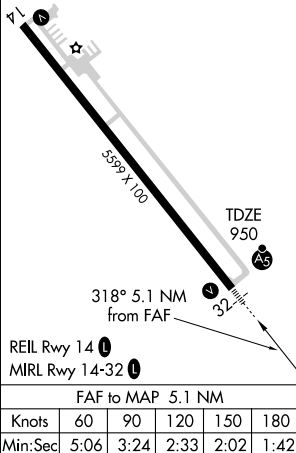
CLNC DEL
126,3

UNICOM
122.8 (CTAF) **L**

DME or RADAR REQUIRED



1642

ELEV 953



NEWTON, IOWA

Amdt 1D 07130

3000	TNU
	
	112.5

MATAG OM
TNU 13.2
RADAR

Remain
within 10 NM

GS 3.00°
TCH 59

CATEGORY

A

B

C

1

S-LOC 32

1.300-1/2 350 (400-1/2)

CIRCLING

487 (500.1)

1520-2

CIRCLING

1440-1 487 (500-1)

487 (500-1½)

567 (600-2)

NEWTON MUNI (TNU)

ILS or LOC RWY 32

41°40'N-93°01'W

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy ldg	5599
138°	TDZE	952
	Apt Elev	952

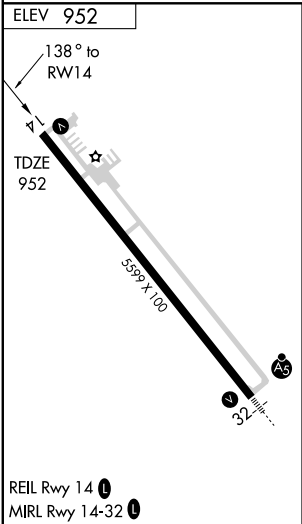
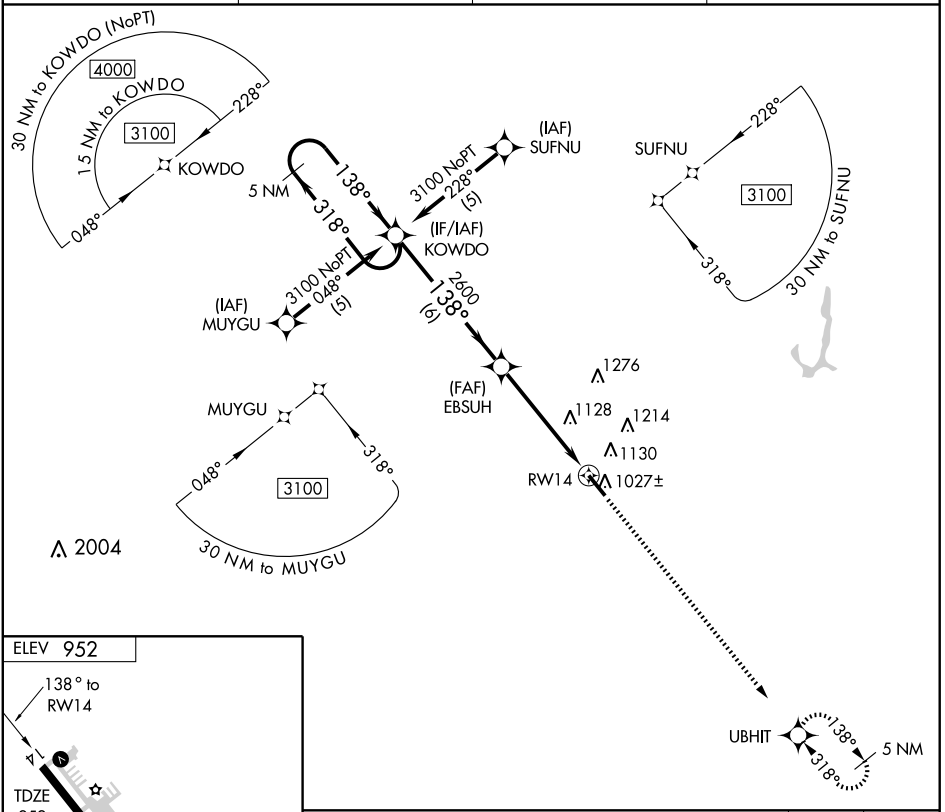
RNAV (GPS) RWY 14

NEWTON MUNI (TNU)

▼ If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
▲ DME/DME RNP-0.3 NA.
 VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		KOWDO		EBSUH		RWY14	
3100		318°		138°		1.4 NM to RWY14	
3100		318°		138°		3.04° TCH 39	
3100		318°		138°		2600	
3100		318°		138°		6 NM	
3100		318°		138°		3.6 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
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3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
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3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°		138°		1.4 NM	
3100		318°					

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 99702 W32A	APP CRS 318°	Rwy Idg TDZE 950 Apt Elev 952	5599 952
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RNAV (GPS) RWY 32

NEWTON MUNI (TNU)

▽ For inoperative MALS, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.
▲ Baro-VNAV NA when using Des Moines altimeter setting.
 If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 VDP NA when using Des Moines altimeter setting.

MALS



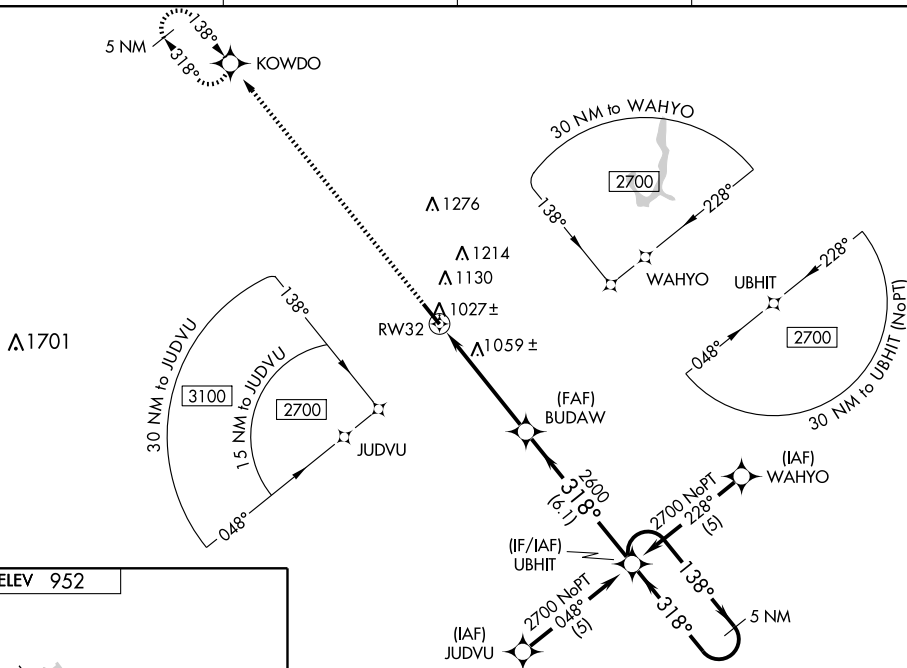
MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3
132.275

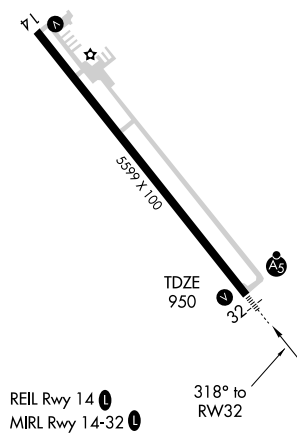
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.3

UNICOM
122.8 (CTAF) 0



ELEV 952



3100 KOWDO

VGSI and RNAV glidepath not coincident.

5 NM Holding Pattern

*LNAV only

*1 NM to RWY 32

BUDAW

UBHIT

2700

RWY 32

318°

2600

138°

318°

1 NM

3.9 NM

6.1 NM

GS 3.00°

TCH 59'

CATEGORY

A

B

C

D

LPV

DA

1200-1/2 250 (300-1/2)

LNAV/VNAV

DA

1259-1/2 309 (400-1/2)

1259-3/4
309 (400-3/4)

LNAV

MDA

1320-1/2 370 (400-1/2)

1320-1
370 (400-1)

CIRCLING

1440-1 488 (500-1)

1440-1 1/2
488 (500-1 1/2)

1520-2
568 (600-2)

VOR/DME TNU 112.5 Chgn 72	APP CRS 147°	Rwy Idg 5599 TDZE 952 Apt Elev 953
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VOR RWY 14
NEWTON MUNI (TNU)



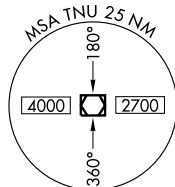
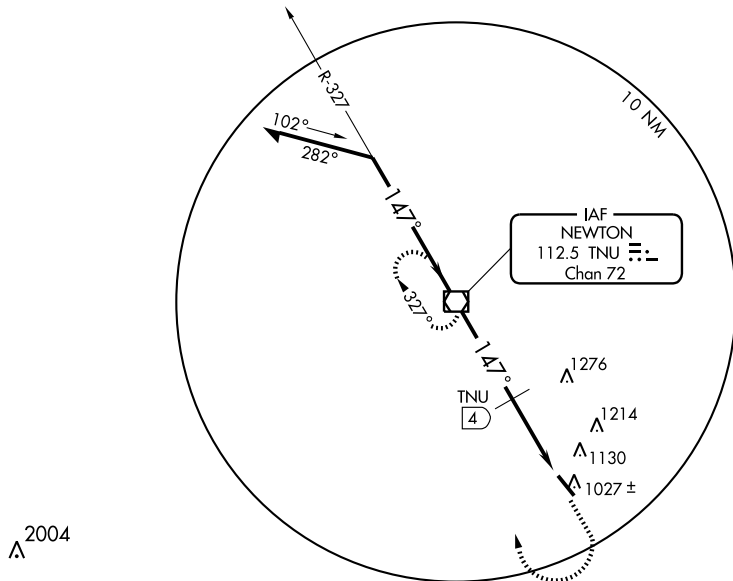
MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

AWOS-3
132,275

DES MOINES APP CON
123.9 307.15

CLNC DE
126,3

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

VOR/DME

2700

TNU

ELEV 953

147° 7.2 NM
from FAF

TDZE
952

5599 X 10

REIL Rwy 14 **L**MIRL Rwy 14-32 **L**

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NEWTON, IOWA
Amdt 9 07074

41°40'N-93°01'W

NEWTON MUNI (TNU)
VOR RWY 14

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

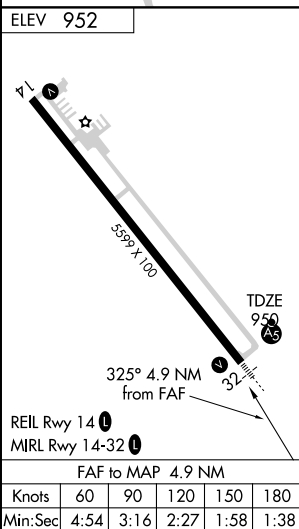
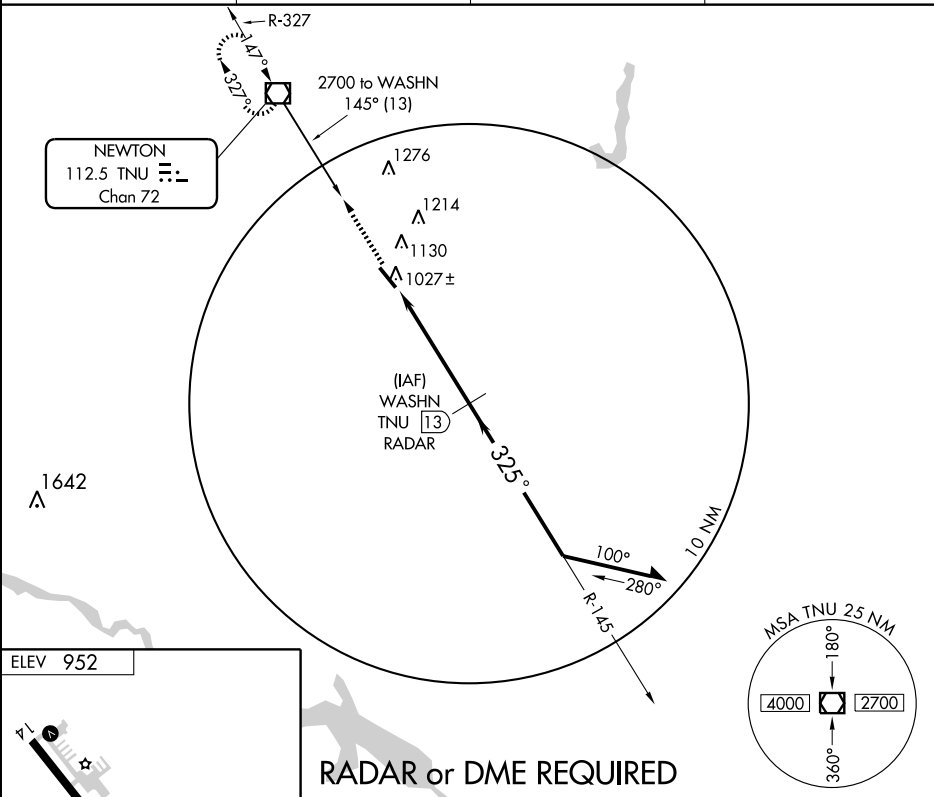
VOR/DME TNU 112.5 Chan 72	APP CRS 325°	Rwy Idg TDZE Apt Elev	5599 950 952
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VOR RWY 32


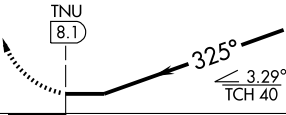
NEWTON MUNI (TNU)

T For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.	MALSR AS	MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.
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AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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RADAR or DME REQUIRED

2700 ↑	TNU 112.5 	WASHN TNU 13 /RADAR	Remain within 10 NM	
VGSI and descent angles not coincident.				
				
CATEGORY	A	B	C	D
S-32	1300-1/2 350 (400-1/2)			1300-1 350 (400-1)
CIRCLING	1440-1	487 (500-1)	1440-1 1/2 487 (500-1 1/2)	1520-2 567 (600-2)

NORTHWOOD MUNI (5D2) 1 E UTC-6(-5DT) N43°26.90' W93°12.11'

OMAHA

1224 NOTAM FILE FOD

RWY 17-35: 3300X100 (TURF) LIRL

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Crop dusting and skydiving planes on and in vicinity of arpt. Rwy 17-35 NSTD markings; thlds and edges marked with yellow cones. Twy exits marked with blue/white panels.

COMMUNICATIONS: CTAF 122.9

DELWEIN MUNI (OLZ) 3 W UTC-6(-5DT) N42°40.85' W91°58.47'

CHICAGO

1076 B S4 FUEL 100LL, JET A NOTAM FILE OLZ

L-28F

RWY 13-31: H4001X75 (CONC-WC) S-12 MIRL 0.4% up NW

IAP

RWY 13: REIL. Road.

RWY 18-36: 1800X85 (TURF)

RWY 18: Road.

AIRPORT REMARKS: Attended 1400Z±-dusk. After hrs svc by appointment, call 563-880-2915. Rwy 18-36 CLOSED after first snowfall. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (319) 283-3518.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.

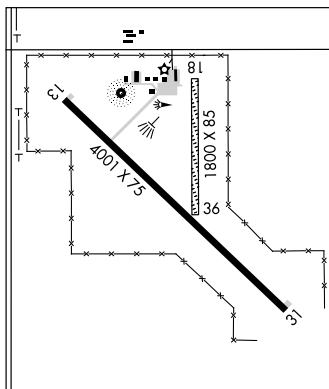
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39'

W92°23.94' 062° 20.2 NM to fld. 865/6E.

HIWAS.

NDB (MHW) 260 OLZ N42°41.05' W91°58.58' at fld.

NOTAM FILE OLZ.



OMAHA N41°10.04' W95°44.20'

OMAHA

(H) **VORTAC** 116.3 OVR Chan 110 311° 10.8 NM to Eppler Airfield. 1300/8E.

H-5C, L-101, 121

HIWAS.

RCO 122.1R 116.3T (FORT DODGE RADIO)

RCO 122.35 (COLUMBUS RADIO)

ONAWA MUNI (K36) 1 SW UTC-6(-5DT) N42°00.29' W96°06.25'

OMAHA

1047 NOTAM FILE FOD

L-121

RWY 15-33: H3400X60 (CONC) S-4 MIRL

RWY 15: REIL. PAPI(P2L)-GA 3.0° TCH 26'. Trees.

RWY 33: REIL. PAPI(P2L)-GA 3.0° TCH 26'. P-line.

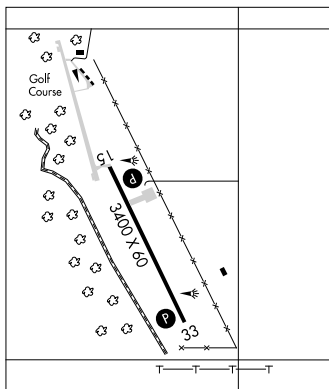
AIRPORT REMARKS: Unattended. Rwy 33 p-line marked with orange balls. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15-33, PAPI and REIL Rwy 15 and 33-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 145° 22.6 NM to fld. 1087/9E. HIWAS.



NDB OLZ 260	APP CRS 120°	Rwy Idg TDZE Apt Elev	4001 1076 1076
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NDB RWY 13

OELWEIN MUNI (OLZ)

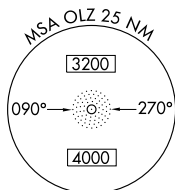
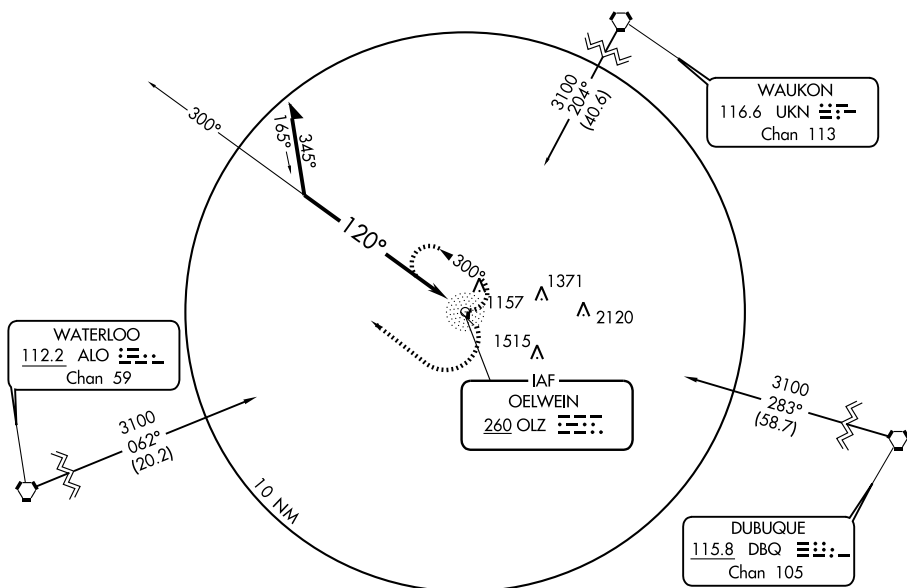


MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

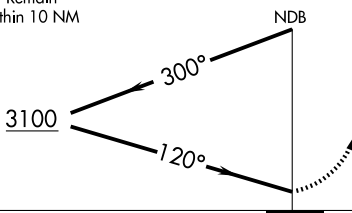
AWOS-3
119.675

WATERLOO APP CON ★
118.9 257.8

UNICOM
122.8 (CTAF) **0**

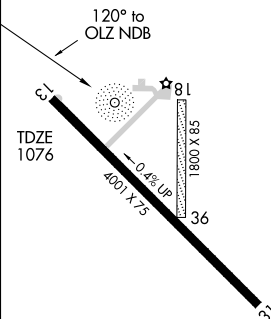


Remain
within 10 NM



2979

ELEV 1076



CATEGORY	A	B	C	D
S-13	1740-1 664 (700-1)		1740-1 ³ / ₄ 664 (700-1 ³ / ₄)	1740-2 664 (700-2)
CIRCLING	1740-1 664 (700-1)		1740-1 ³ / ₄ 664 (700-1 ³ / ₄)	1740-2 664 (700-2)

REIL Rwy 13 **0**
MIRL Rwy 13-31 **0**

RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

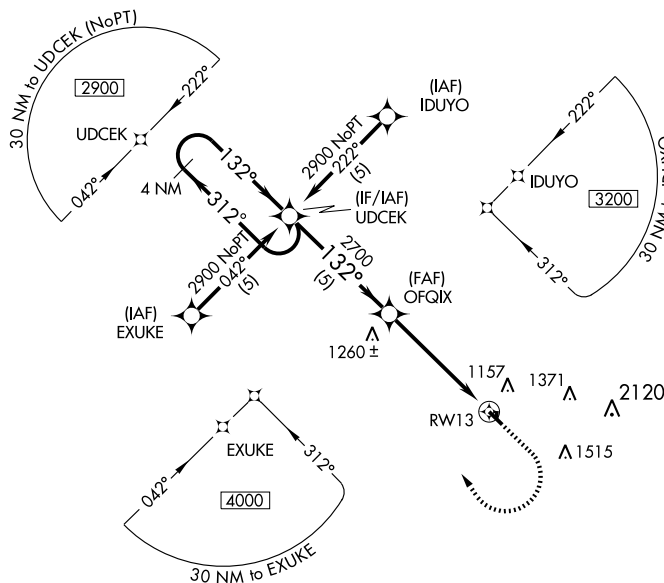
A NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3
119.675

WATERLOO APP CON*
118.9 257.8

UNICOM
122.8 (CTAF) **0**



4 NM
Holding Pattern

UDCEK

2000

2900

UDCEK

2900

312°

132°

2700

132°

OFQIX

1.1 NM to RW13

2.98°

TCH 40

RW13

5 NM

3.9 NM

1.1

CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 384 (400-1)			1460-1½ 384 (400-1½)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)

ELEV 1076

132° to RW13

TDZE 1076

81

1800 X 85

0.4% UP

4001 X 75

36

REIL Rwy 13 **0**

MIRL Rwy 13-31 **0**

VORTAC ALO 112.2 Chan 59	APP CRS 062°	Rwy Idg TDZE Apt Elev 1076	N/A N/A 1076
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VOR or GPS-A

OELWEIN MUNI (OLZ)

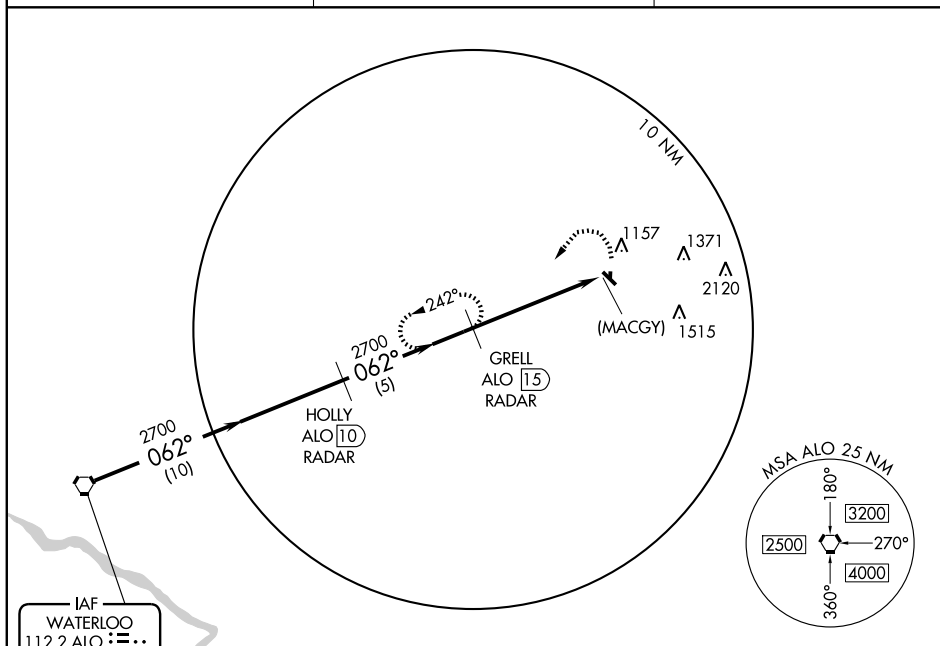
▼ Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

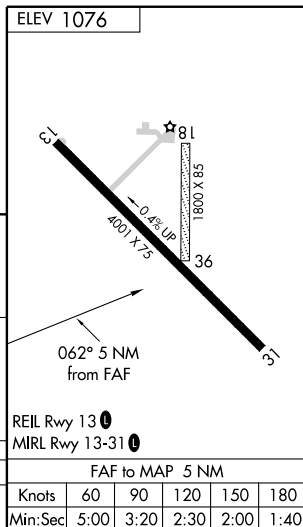
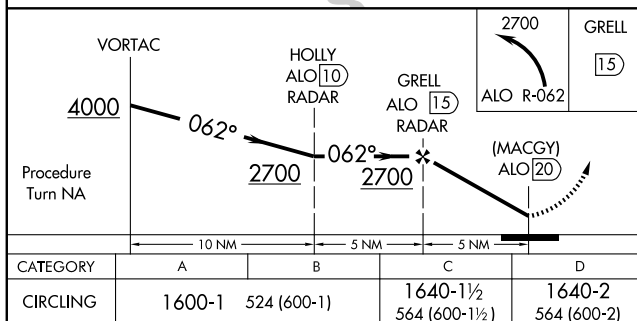
AWOS-3
119.675

WATERLOO APP CON *
118.9 257.8

UNICOM
122.8 (CTAF) **0**



DME OR RADAR REQUIRED



ORANGE CITY MUNI (ORC) 1 S UTC-6(-5DT) N42°59.42' W96°03.77'

1414 B FUEL 100LL, JET A NOTAM FILE ORC

RWY 16-34: H4250X60 (CONC) S-28, D-48 MIRL 0.5% up NW

RWY 16: REIL. VASI(V2L). Tree.

RWY 34: REIL. VASI(V2L). Road.

AIRPORT REMARKS: Attended 1400-2300Z±. Rotating bcn OTS indef.

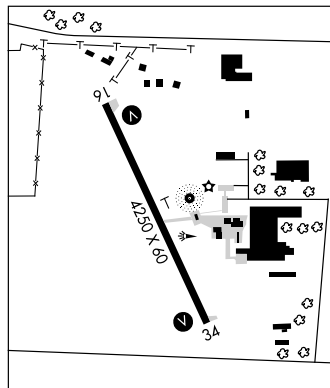
ACTIVATE MIRL Rwy 16-34, VASI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (712) 737-3193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 008° 40.4 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 521 ORC N42°59.48' W96°03.64' at fld.
NOTAM FILE ORC.OMAHA
L-121
IAP**OSAGE MUNI** (D02) 1 NE UTC-6(-5DT) N43°17.54' W92°47.74'

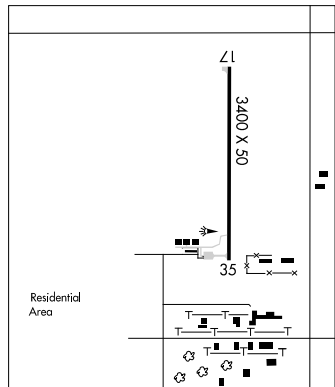
1168 NOTAM FILE FOD

RWY 17-35: H3400X50 (ASPH) MIRL

RWY 17: Road. RWY 35: P-line.

AIRPORT REMARKS: Unattended.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 057° 26.3 NM to fld. 1210/6E.

CHICAGO
L-121

NDB ORC
521

APP CRS
345°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
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65	100	100
66	100	100
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91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

4250
1414
1414

NDB or GPS RWY 34
ORANGE CITY MUNI (ORC)

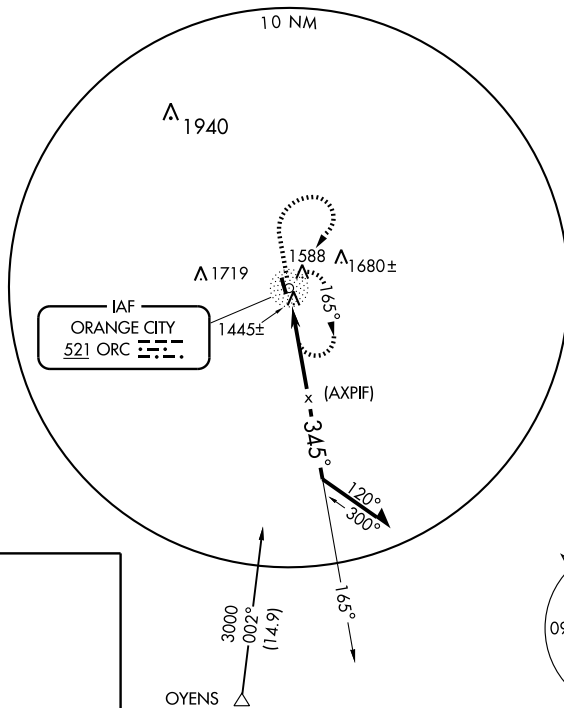


A NA

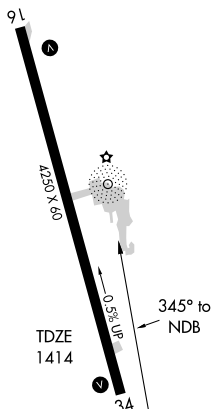
MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) **L**

ELEV 1414

MIRL Rwy 16-34 **L**

REIL Rwys 16 and 34 L

ORANGE CITY, IOWA

Amdt 3A 10042

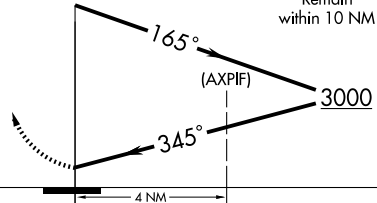
3000



ORCID



NDE



Remain
within 10 NM

CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

ORANGE CITY MUNI (ORC)

NDB or GPS RWY 34

42°59'N-96°04'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

OSCEOLA MUNI (I75) 4 NE UTC-6(-5DT) N41°03.13' W93°41.38'OMAHA
L-12J, 27A
IAP

1110 B S2 FUEL 100LL, JET A NOTAM FILE I75.

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

RWY 18: REIL PAPI(P2L). Road.

RWY 36: REIL PAPI(P2L). Tree.

AIRPORT REMARKS: Attended continuously. Ultralight activity on and in/ovf arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef.

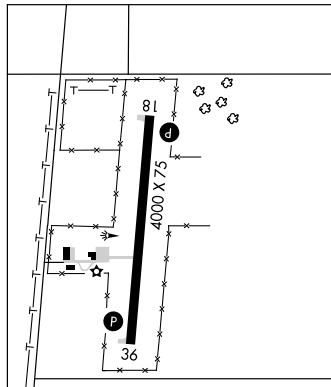
ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.975 (641) 342-1422.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 178° 23.2 NM to fld. 940/7E. HIWAS.

**OSKALOOSA MUNI** (OOA) 9 SE UTC-6(-5DT) N41°13.57' W92°29.63'CHICAGO
L-27A
IAP

841 B S4 FUEL JET A OX 1 NOTAM FILE OOA.

RWY 13-31: H4012X75 (CONC) S-25 MIRL

RWY 13: REIL. PAPI(P2L).

RWY 31: REIL. PAPI(P2L).

RWY 04-22: H1926X75 (CONC) S-25

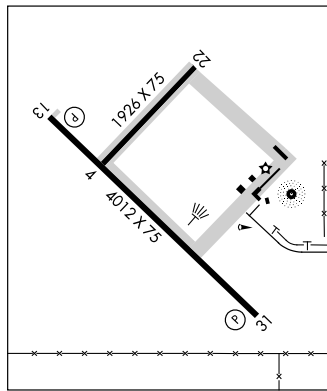
AIRPORT REMARKS: Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2300Z†. Radio controlled model acft in/ovf arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.625 (641) 933-4312.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 321° 14.1 NM to fld. 820/6E. HIWAS.

NDB (MHW) 414 OOA N41°13.53' W92°29.24' at fld. NOTAM FILE OOA.



APP CRS	Rwy Idg	4000
178°	TDZE	1110
	Apt Elev	1110

GPS RWY 18

OSCEOLA MUNI (I75)

NA

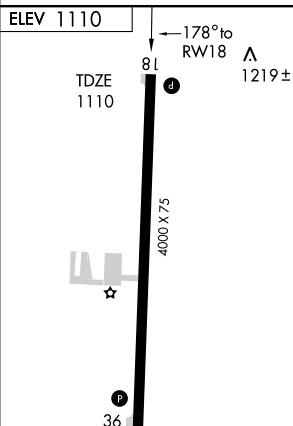
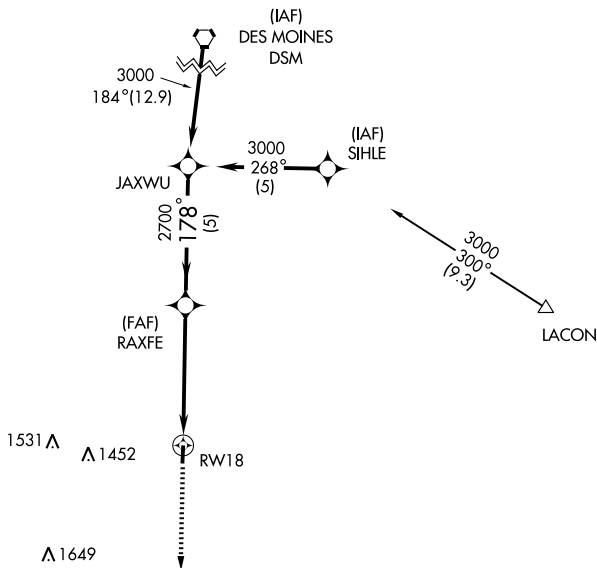
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



MIRL Rwy 18-36 **0**
REIL Rws 18 and 36 **0**

3000

↑

FEBKY

✦

JAXWU

3000

Procedure Turn NA

RW18

RAXFE

2700

178°

5 NM

5 NM

CATEGORY	A		B	C	D
S-18	1560-1	450 (500-1)			NA
CIRCLING	1680-1	570 (600-1)			NA

OSCEOLA, IOWA
Orig 09127

41°03'N-93°41'W

OSCEOLA MUNI (I75)
GPS RWY 18

APP CRS	Rwy Idg	4000
358°	TDZE	1110
	Apt Elev	1110

GPS RWY 36

OSCEOLA MUNI (I75)

A NA

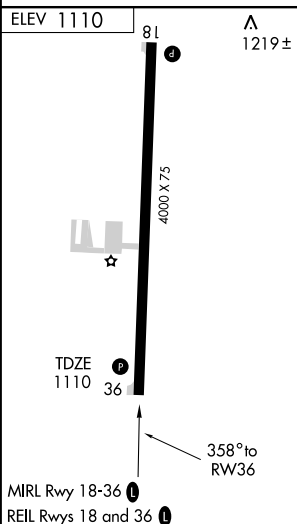
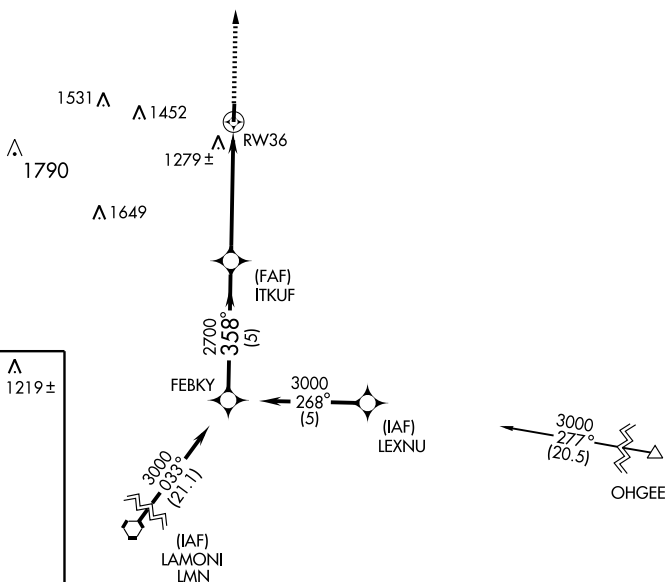
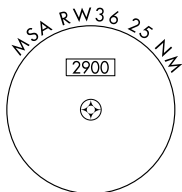
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



FEBKY				3000		JAXWU	
Procedure Turn NA		358°		ITKUF		RW36	
		2700					
		5 NM		5 NM			
CATEGORY	A		B		C		D
S-36	1620-1 510 (600-1)				NA		
CIRCLING	1680-1 570 (600-1)				NA		

VORTAC DSM 117.5 Chan 122	APP CRS 178°	Rwy Idg TDZE Apt Elev 4000 1110 1110
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VOR/DME RWY 18

OSCEOLA MUNI (I75)



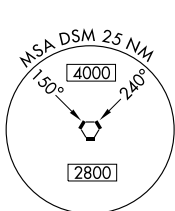
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via
DSM R-178 to NOFSH/17 DME and hold.

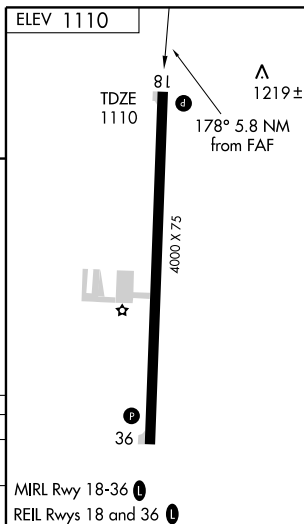
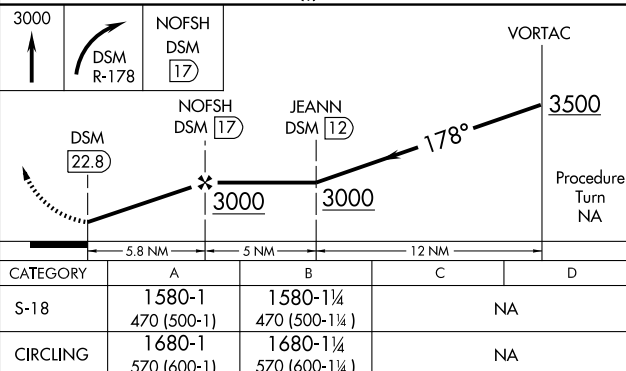
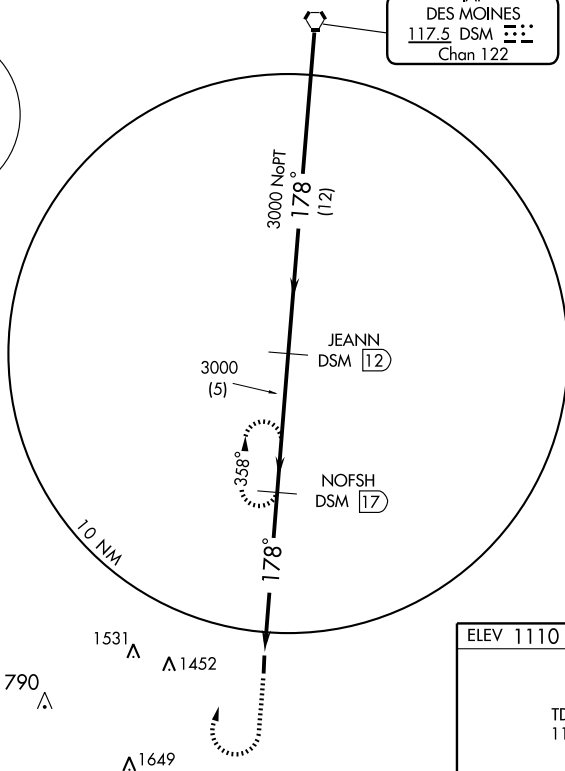
AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)



IAF
DES MOINES
117.5 DSM
Chan 122



OSCEOLA MUNI (I75) 4 NE UTC-6(-5DT) N41°03.13' W93°41.38'OMAHA
L-12J, 27A
IAP

1110 B S2 FUEL 100LL, JET A NOTAM FILE I75.

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

RWY 18: REIL PAPI(P2L). Road.

RWY 36: REIL PAPI(P2L). Tree.

AIRPORT REMARKS: Attended continuously. Ultralight activity on and in/ovf arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef.

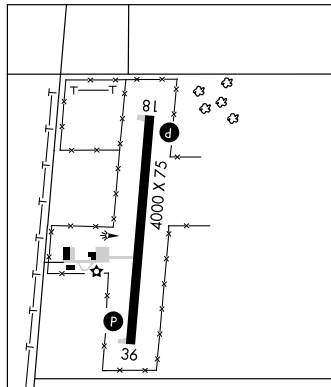
ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.975 (641) 342-1422.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 178° 23.2 NM to fld. 940/7E. HIWAS.

**OSKALOOSA MUNI** (OOA) 9 SE UTC-6(-5DT) N41°13.57' W92°29.63'CHICAGO
L-27A
IAP

841 B S4 FUEL JET A OX 1 NOTAM FILE OOA.

RWY 13-31: H4012X75 (CONC) S-25 MIRL

RWY 13: REIL. PAPI(P2L).

RWY 31: REIL. PAPI(P2L).

RWY 04-22: H1926X75 (CONC) S-25

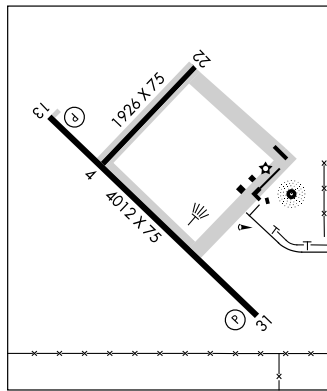
AIRPORT REMARKS: Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2300Z†. Radio controlled model acft in/ovf arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.625 (641) 933-4312.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 321° 14.1 NM to fld. 820/6E. HIWAS.

NDB (MHW) 414 OOA N41°13.53' W92°29.24' at fld. NOTAM FILE OOA.



NDB OOA 414	APP CRS 194°	Rwy Idg TDZE Apt Elev	1926 840 841
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NDB RWY 22

OSKALOOSA MUNI (OOA)



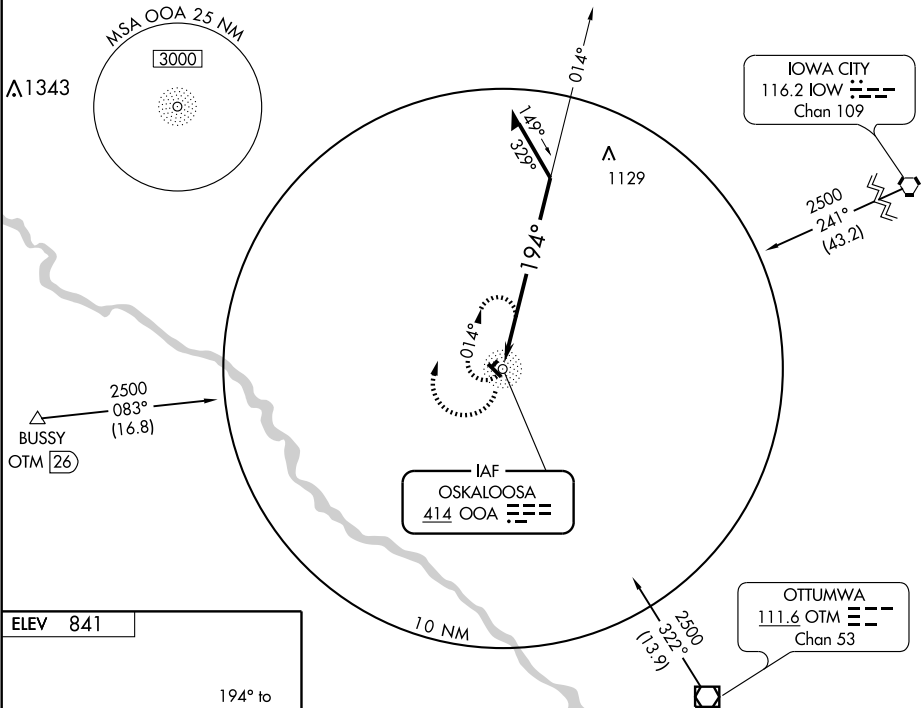
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

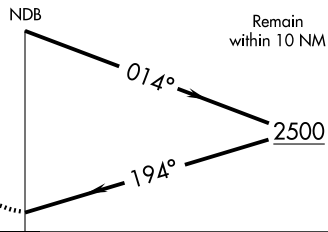
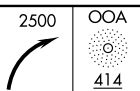
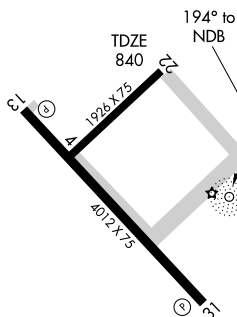
AWOS-3
118.625

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF)



ELEV 841



CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

REIL Rwy 13 and 31
MRL Rwy 13-31

OSKALOOSA, IOWA
Amdt 4 22OCT09

41°14'N-92°30'W

OSKALOOSA MUNI (OOA)
NDB RWY 22

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg 4012 TDZE 837 Apt Elev 841
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RNAV (GPS) RWY 13

OSKALOOSA MUNI (00A)

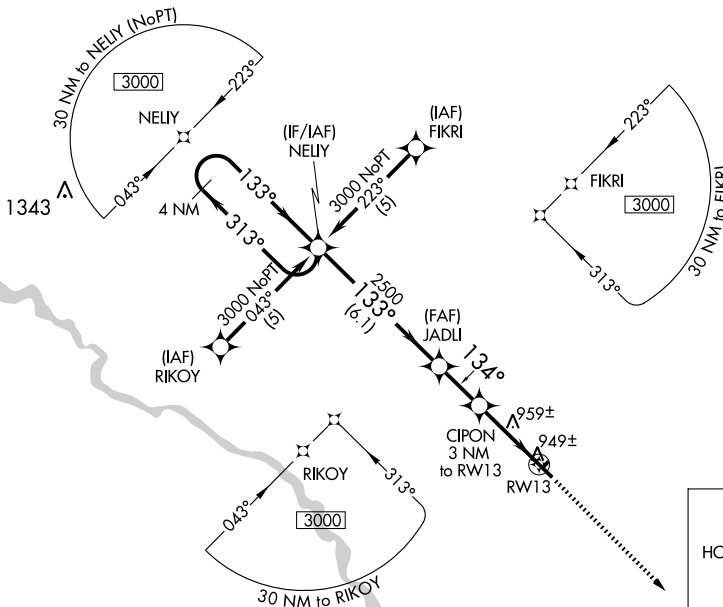
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cals visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct
HONPA and hold.

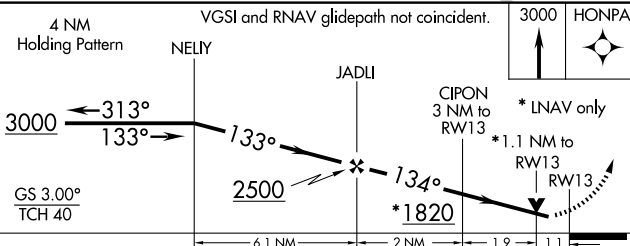
AWOS-3
118.625

CHICAGO CENTER
118.15 354.1

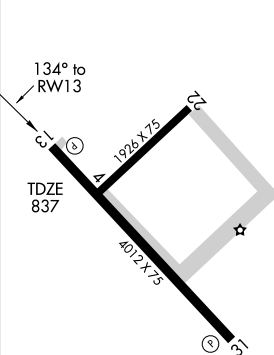
UNICOM
122.8 (CTAF) 0



ELEV **841**



CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA



REIL Rwy 13 and 31 **0**
MIRL Rwy 13-31 **0**

WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg TDZE 837 Apt Elev 841	4012
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RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

- ▼** DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cts visibility $\frac{1}{4}$ mile.
- ▲** Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

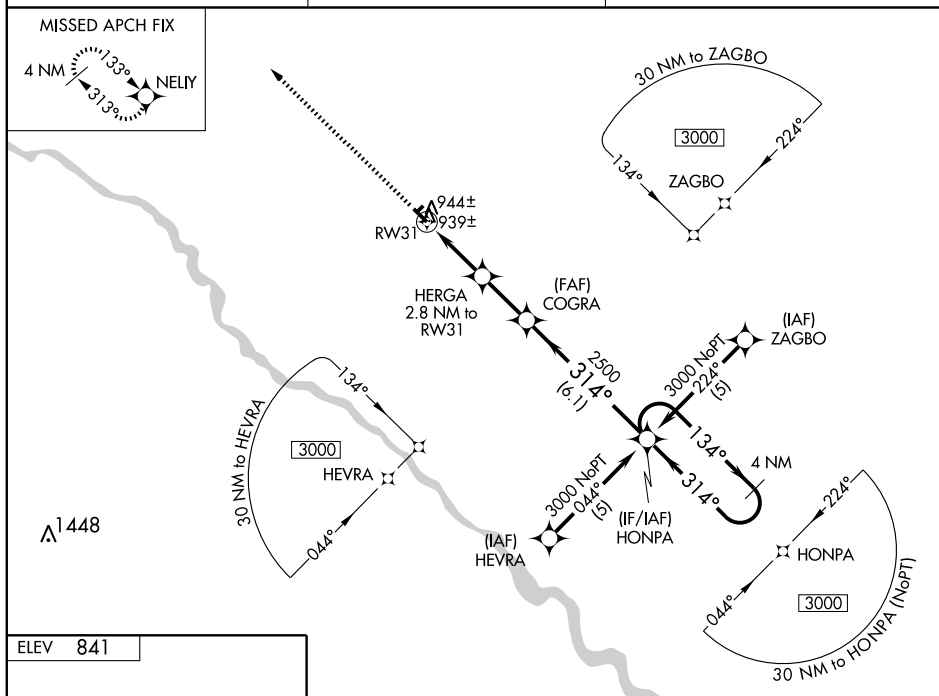
MISSED APPROACH:
Climb to 3000 direct
NELLY and hold.

AWOS-3
118.625

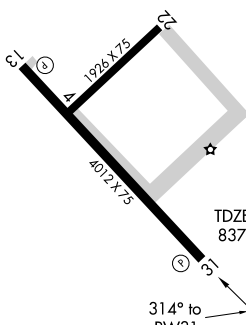
CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



ELEV **841**



REIL Rwys 13 and 31 **0**
MIRL Rwy 13-31 **0**

<p>3000 NELLY VGS1 and RNAV glidepath not coincident.</p> <p>4 NM Holding Pattern</p> <p>COGRA</p> <p>HONPA</p> <p>HERGA 2.8 NM to RWY 31</p> <p>* LNAV Only</p> <p>* 1.1 NM to RWY 31</p> <p>RWY 31</p> <p>1760*</p> <p>1.1 1.7 2.2 NM 6.1 NM</p> <p>134° 314° 2500 3000</p> <p>GS 3.00° TCH 40</p>				
CATEGORY	A	B	C	D
LPV DA	1187-1 $\frac{1}{4}$	350 (400-1 $\frac{1}{4}$)		NA
LNAV/VNAV DA	1209-1 $\frac{1}{4}$	372 (400-1 $\frac{1}{4}$)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1 $\frac{1}{2}$ 459 (500-1 $\frac{1}{2}$)	NA

VOR/DME OTM 111.6 Chan 53	APP CRS 321°	Rwy Idg TDZE Apt Elev 837 840	4003
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VOR/DME RWY 31

OSKALOOSA MUNI (00A)

V If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.

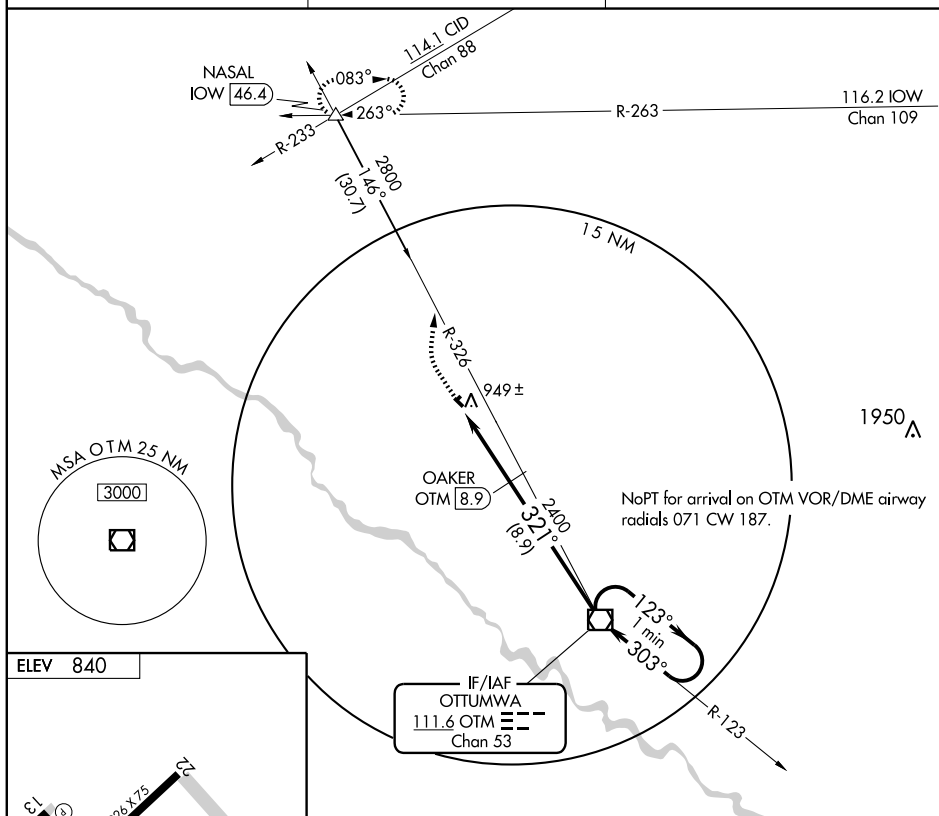
NA

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

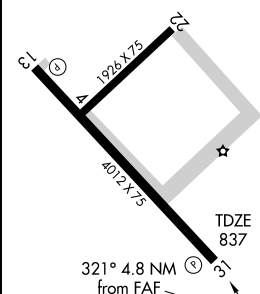
AWOS-3
118.625

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



ELEV 840



REIL Rwy 13 and 31 **0**
MIRL Rwy 13-31 **0**

1300 ↑	2800 ↗ 360°	OTM R-326 <u>111.6</u>	NASAL △	VGSI and descent angles not coincident.			
				VOR/DME	One Minute Holding Pattern		
<p>OTM 13.7</p> <p>OTM 12.6</p> <p>3.00°</p> <p>TCH 40</p> <p>OTM 8.9</p> <p>321°</p> <p>2400</p> <p>123°</p> <p>2800</p> <p>303°</p> <p>VDP NA with Ottumwa altimeter setting.</p> <p>1.1 NM</p> <p>3.7 NM</p> <p>8.9 NM</p>							
CATEGORY	A			B	C	D	
S-31	1200-1 363 (400-1)					NA	
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA			

10210

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWAASOS
124.175
CTAF/UNICOM
123.0

41° 07'N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° WFIELD
ELEV
845ELEV
840

134.3°

ELEV
836

224.3°

5178 X 200

PASSENGER
TERMINALFIRE
STATION

898 ±

044.3°

ELEV
841

5885 X 150

314.3°

ELEV
838

41° 06'N

RWY 04-22
S-42, D-65, 2S-83, 2D-120
RWY 13-31
S-80, D-105, 2S-133, 2D-175

92° 27.5'W

92° 27.0'W

92° 26.5'W

AIRPORT DIAGRAM

OTTUMWA, IOWA
OTTUMWA RGNL (OTM)

10210

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

OTTUMWA RGNL (OTM) 5 NW UTC-6(-5DT) N41°06.40' W92°26.88'

845 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE OTM

RWY 13-31: H5885X150 (ASPH-CONC) S-80, D-105, 2S-133, 2D-175 HIRL

RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 31: MALSR.

RWY 04-22: H5178X200 (ASPH) S-42, D-65, 2S-83, 2D-120 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 49'. Tree.

AIRPORT REMARKS: Attended 1300-0200Z. For attendant after hrs call 641-683-3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon-Fri 2200Z to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rws 22 and 31. Twy A from intersection Rwy 04-22 and Rwy 13-31 to AER 13 36' wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13-31; MIRL Rwy 04-22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 124.175 (641) 684-9164. HIWAS 111.6 OTM.

COMMUNICATIONS: CTAF/UNICOM 123.0

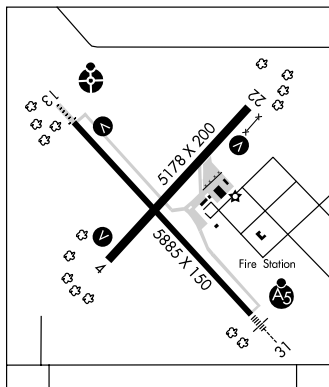
RCO 122.4 (FORT DODGE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

(L) VOR/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 304° 7.2 NM to fld. 820/6E. HIWAS.

ILS 109.5 I-OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



CHICAGO

H-5D, L-27A

IAP, AD

PAULLINA MUNI (1Y9) 1 E UTC-6(-5DT) N42°59.27' W95°39.87'

1385 FUEL 100LL NOTAM FILE FOD

RWY 17-35: H2800X28 (ASPH-TURF) LIRL (NSTD)

RWY 17: Tree. RWY 35: Road.

AIRPORT REMARKS: Unattended. For fuel call 712-448-2522. Rwy 17-35 28' asph in center of 120' wide turf strip.

Rwy 17-35 NSTD LIRL rwy lgts 60' from centerline. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

OMAHA

PELLA MUNI (PEA) 1 W UTC-6(-5DT) N41°24.07' W92°56.75'

885 B S4 FUEL 100LL, JET A TPA-1701(816) NOTAM FILE PEA

RWY 16-34: H5403X75 (CONC) S-30, D-40 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37'. Thld dsplcd 200'. Tree.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Thld dsplcd 200'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

RWY 34: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1300Z to dusk, Sun 1500-2300Z. After hrs call 641-780-0244. Deer on and invof arpt. MIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (641) 628-3459.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 159° 24.1 NM to fld. 980/3E.

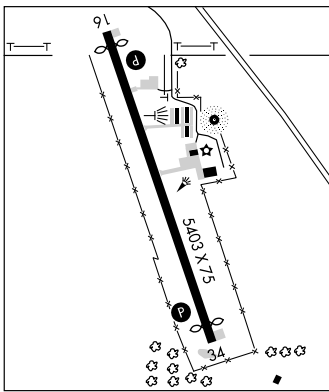
NDB (MHW) 257 PEA N41°24.27' W92°56.68' at fld.

NOTAM FILE PEA.

CHICAGO

H-5D, L-121, 27A

IAP



LOC I-OTM	APP CRS	Rwy Idg	5885
<u>109.5</u>	312°	TDZE	841
		Apt Elev	845

ILS RWY 31
OTTUMWA RGNL (OTM)

T Circling not authorized at night to Rwy 4.
A NA When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

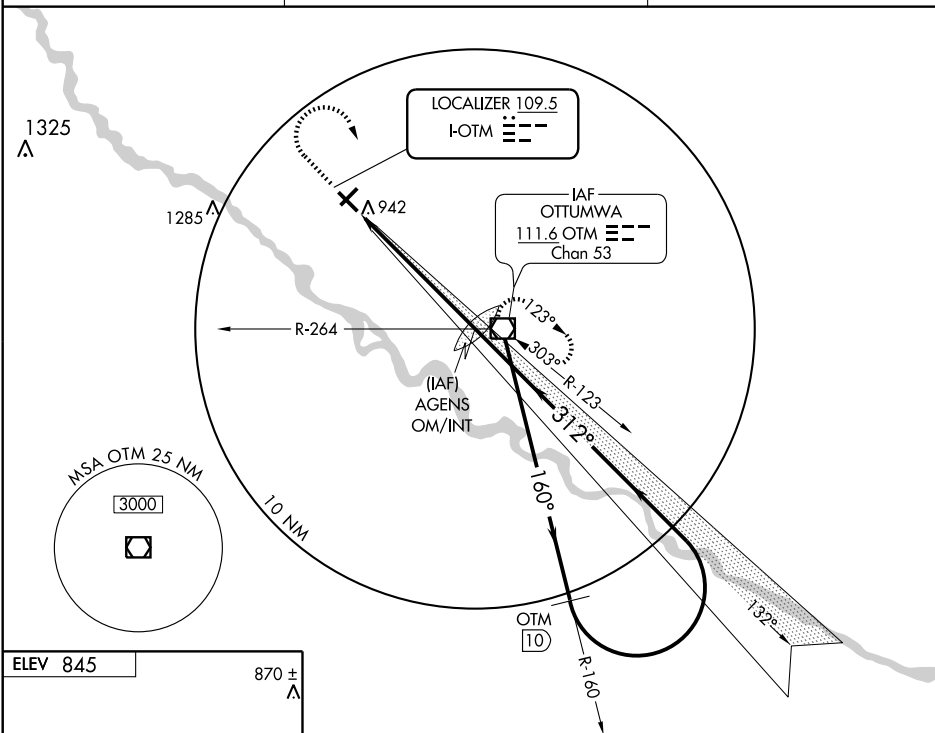
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

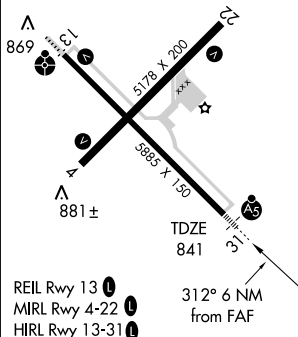
ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **L**



ELEV	845
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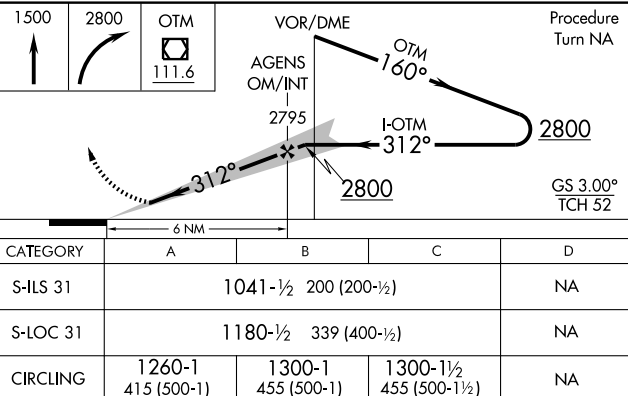
 $870 \pm \Delta$ 

REIL Rwy 13 **L**
MIRL Rwy 4-22
HIRL Rwy 13-31

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

DME or RADAR REQUIRED



OTTUMWA, IOWA
Amdt 5A 09127

OTTUMWA RGNL (OTM)

ILS RWY 31

41°06'N-92°27'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

LOC I-OTM 109.5	APP CRS 132°	Rwy Idg TDZE 844 Apt Elev 845
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LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

▼ DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

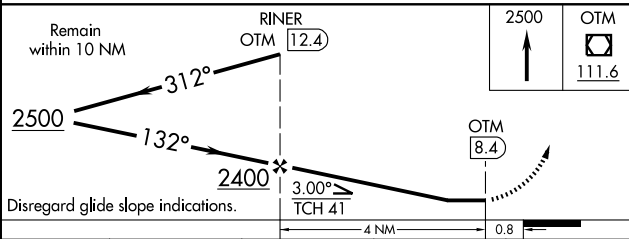
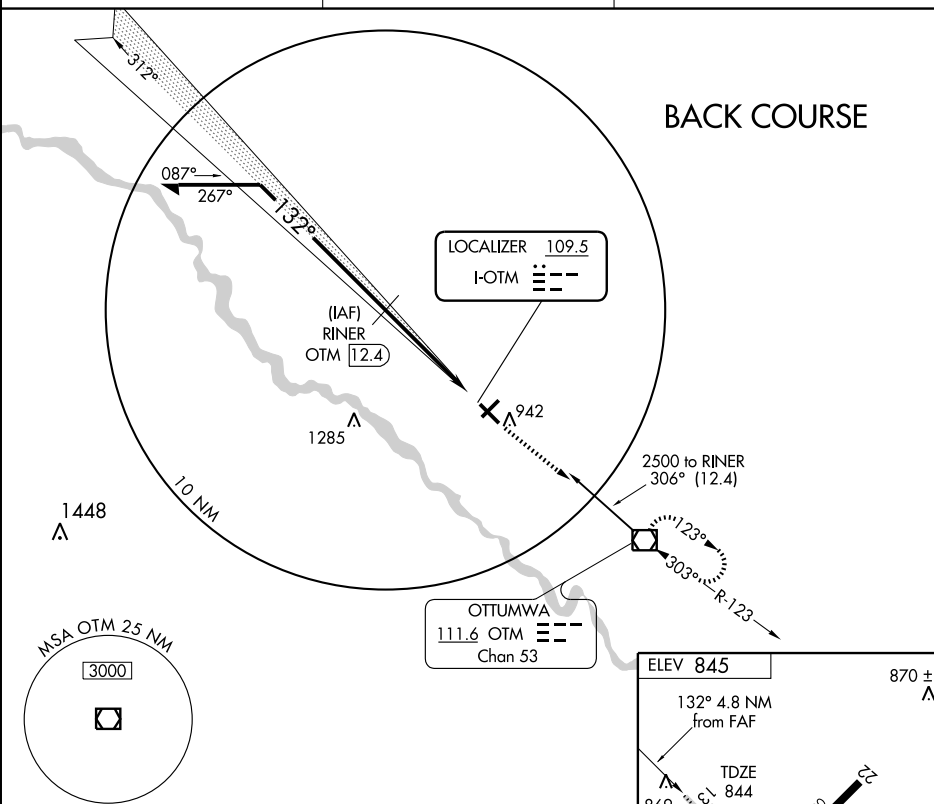
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1220-1	376 (400-1)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 0
MIRL Rwy 4-22 0
HIRL Rwy 13-31 0

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

WAAS CH 86300 W13A	APP CRS 132°	Rwy Idg TDZE 5885 Apt Elev 844 845
--	------------------------	--

▼ DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
 When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.
 Baro-VNAV NA when using Oskaloosa altimeter setting.
 Inoperative table does not apply to LPV.

ODALS

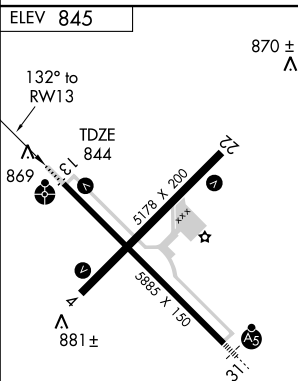
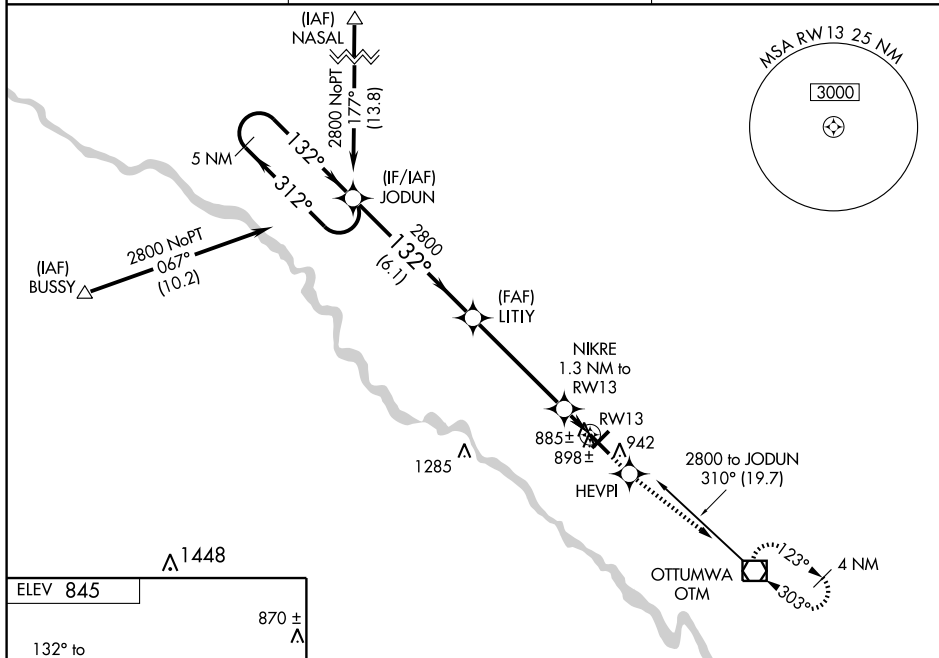


MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **0**



REIL Rwy 13 **0**
 MIRL Rwy 4-22 **0**
 HIRL Rwy 13-31 **0**

OTTUMWA, IOWA
 Orig-A 09127

41°06'N-92°27'W

OTTUMWA RGNL (OTM)
RNAV (GPS) RWY 13

5 NM Holding Pattern				
JODUN				
LITIY				
2800				
312°				
132°				
GS 3.00°				
TCH 41				
6.1 NM				
4.6 NM				
1.3 NM				
CATEGORY	A	B	C	D
LPV DA	1094-1 250 (300-1)			NA
LNAV/VNAV DA	1135-¾ 291 (300-¾)			NA
LNAV MDA	1160-¾ 316 (400-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

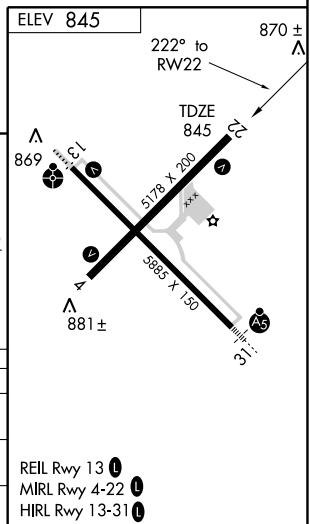
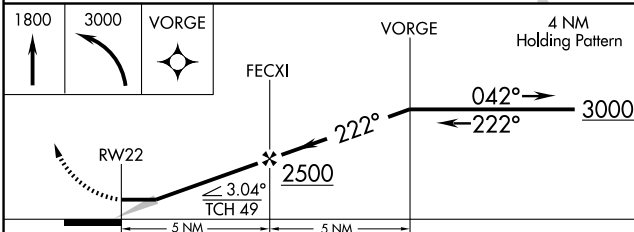
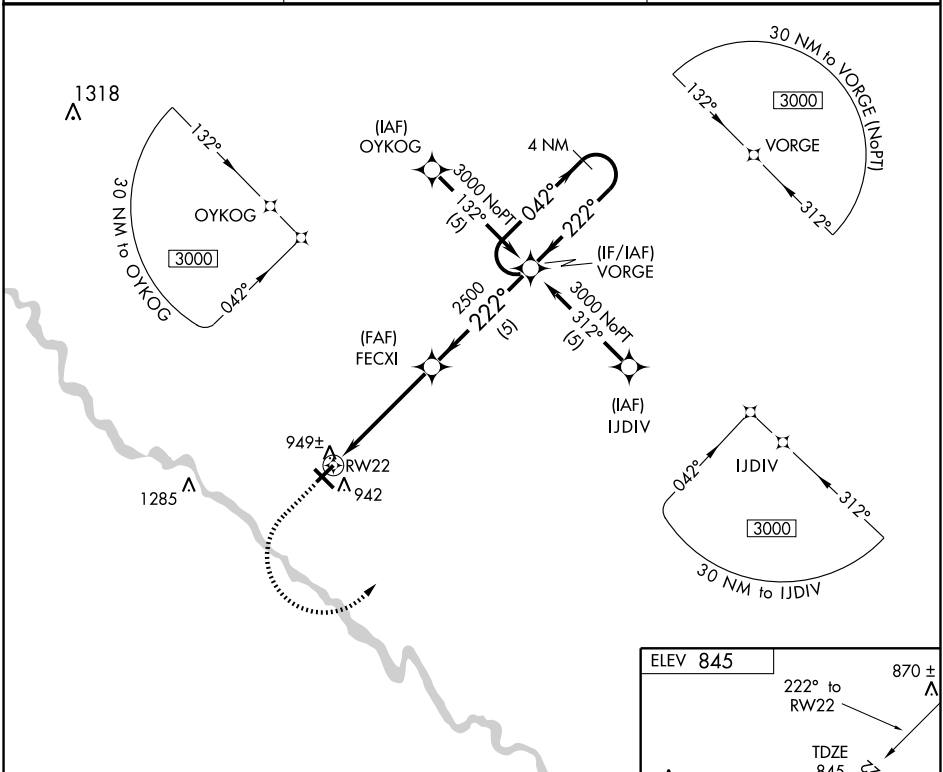
RNAV (GPS) RWY 22

OTTUMWA RGNL (OTM)

APP CRS 222°	Rwy Idg TDZE Apt Elev	5178 845 845
------------------------	-----------------------------	---

<p>▽ DME/DME RNP -0.3 NA.</p> <p>△ NA When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.</p>
--	--

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1	355 (400-1)	NA	
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 1/2 455 (500-1 1/2)	NA

WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg TDZE 841 Apt Elev 845
--	------------------------	---

RNAV (GPS) RWY 31

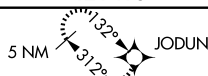
OTTUMWA RGNL (OTM)

- T** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- A** Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
- For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

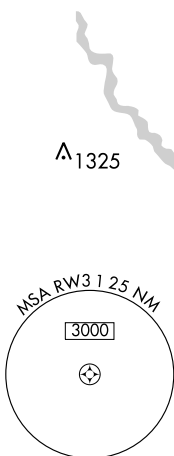
MALSR



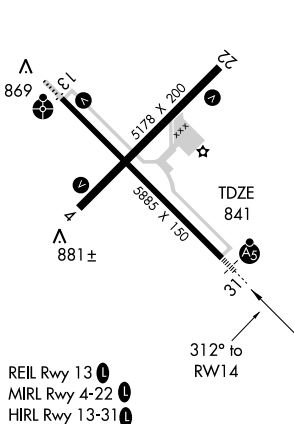
MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS
124.175CHICAGO CENTER
118.15 354.1UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at ZEDGU via V206 southbound, and arrivals at VOYUG via V434 eastbound.



ELEV 845

870 ±
A

CATEGORY	JODUN		WISON		USOYE		D
	2800	↑	1.3 NM to RW31*	312°	4 NM Holding Pattern	3000	
LPV DA	1091-½		250 (300-½)			NA	
LNAV/VNAV DA	1192-¾		351 (400-¾)			NA	
LNAV MDA	1300-½		459 (500-½)	1300-¾ 459 (500-¾)		NA	
CIRCLING	1300-1		455 (500-1)	1300-½ 455 (500-½)		NA	

VOR/DME OTM
111.6
Chan **53**

APP CRS
124°

Rwy Idg **5885**
TDZE **844**
Apt Elev **845**

VOR/DME RWY 13
OTTUMWA RGNL (OTM)



When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ODALS

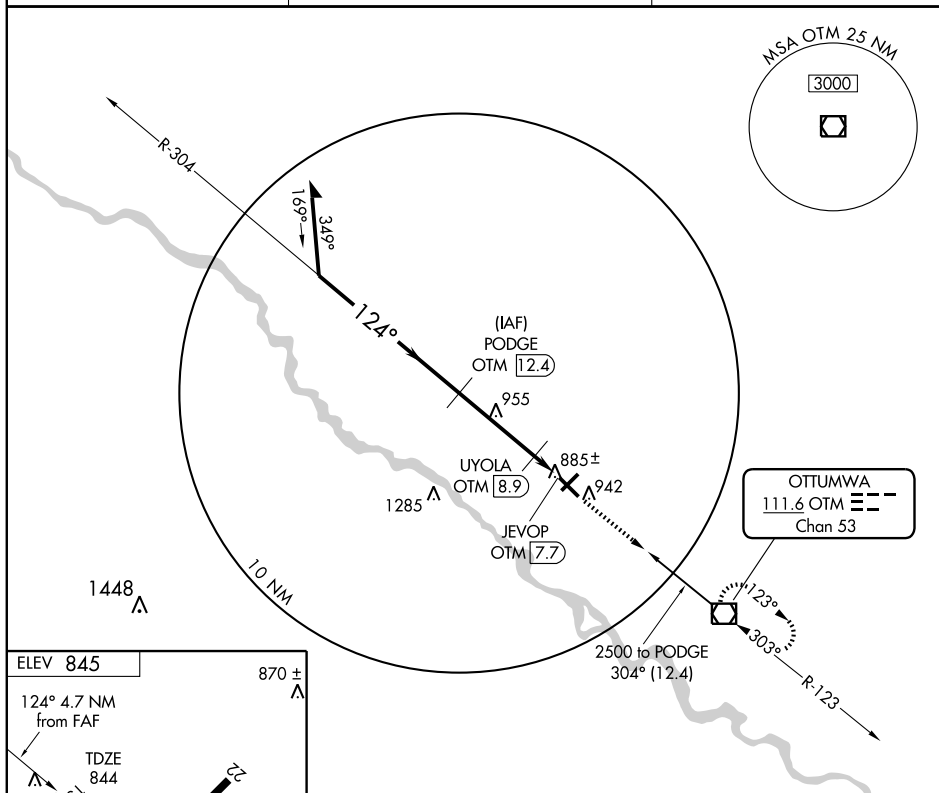


MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) **0**



ELEV 845

870 ±

124° 4.7 NM
from FAF

TDZE

844

869

881 ±

REIL Rwy 13 **0**

MIRL Rwy 4-22 **0**

HIRL Rwy 13-31 **0**

OTTUMWA, IOWA

Amdt 7A 09127

Remain
within 10 NM

PODGE
OTM 12.4

2500

OTM

111.6

304°
2500
124°

UYOLA
OTM 8.9

JEVOP
OTM 7.7

*1280 when using Oskaloosa altimeter setting

2400
3.04°
TCH 41

*1260

3.5 NM 1.2 NM

CATEGORY	A	B	C	D
S-13	1140- $\frac{3}{4}$ 296 (300- $\frac{3}{4}$)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$)	NA

OTTUMWA RGNL (OTM)

VOR/DME RWY 13

41°06'N-92°27'W

VOR/DME OTM 111.6 Chan 53	APP CRS 303°	Rwy Idg TDZE Apt Elev	5885 841 845
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VOR RWY 31

OTTUMWA RGNL (OTM)

▼ When local altimeter setting not received, use Fairfield
altimeter setting and increase all MDA 60 feet, increase S-31
Cat C and ZARVO fix minimums S-31 Cat C visibility $\frac{1}{4}$ mile.

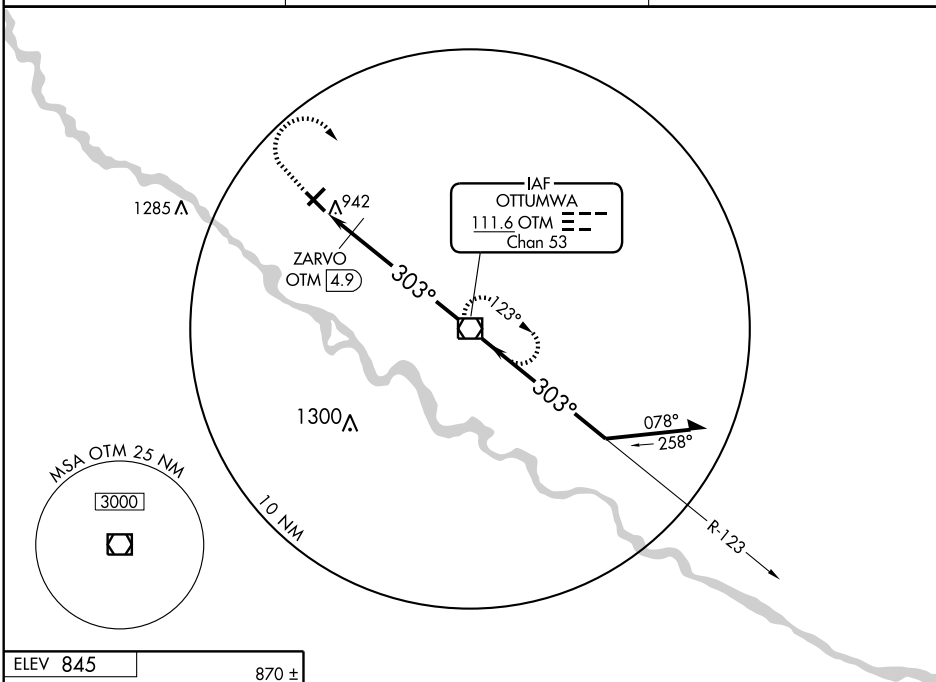
MALSR
AS

MISSED APPROACH: Climb to 1300 then climbing
right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

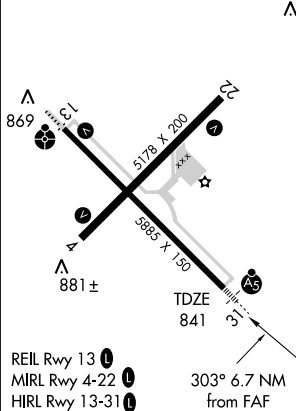
CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



ELEV 845

870 ± A



REIL Rwy 13
MIRL Rwy 4-22
HIRL Rwy 13-31

303° 6.7 NM
from FAF

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

OTTUMWA, IOWA
Amdt 15 09071

<div> <div>1300</div> <div>2800</div> <div>OTM 111.6</div> </div> <div>*1400 when using Fairfield altimeter setting. Remain within 10 NM</div>				
<div> <div>ZARVO OTM 4.9</div> <div>OTM 5.7</div> <div>OTM 6.7</div> </div> <div>1340*</div> <div>1.0 0.8 4.9 NM</div>				
CATEGORY	A	B	C	D
S-31	1340- $\frac{1}{2}$	499 (500- $\frac{1}{2}$)	1340- $\frac{3}{4}$ 499 (500- $\frac{3}{4}$)	NA
CIRCLING	1340-1	495 (500-1)	1340-1 $\frac{1}{2}$ 495 (500-1 $\frac{1}{2}$)	NA
ZARVO FIX MINIMUMS				
S-31	1200- $\frac{1}{2}$ 359 (400- $\frac{1}{2}$)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$)	NA

VOR RWY 31

OTTUMWA RGNL (OTM)

41°06'N-92°27'W

OTTUMWA RGNL (OTM) 5 NW UTC-6(-5DT) N41°06.40' W92°26.88'

845 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE OTM

RWY 13-31: H5885X150 (ASPH-CONC) S-80, D-105, 2S-133, 2D-175 HIRL

RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 31: MALSR.

RWY 04-22: H5178X200 (ASPH) S-42, D-65, 2S-83, 2D-120 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 49'. Tree.

AIRPORT REMARKS: Attended 1300-0200Z. For attendant after hrs call 641-683-3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon-Fri 2200Z to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rws 22 and 31. Twy A from intersection Rwy 04-22 and Rwy 13-31 to AER 13 36' wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13-31; MIRL Rwy 04-22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 124.175 (641) 684-9164. HIWAS 111.6 OTM.

COMMUNICATIONS: CTAF/UNICOM 123.0

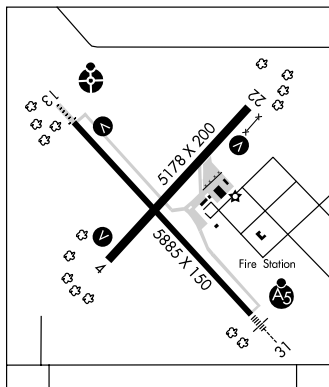
RCO 122.4 (FORT DODGE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

(L) VOR/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 304° 7.2 NM to fld. 820/6E. HIWAS.

ILS 109.5 I-OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



CHICAGO

H-5D, L-27A

IAP, AD

PAULLINA MUNI (1Y9) 1 E UTC-6(-5DT) N42°59.27' W95°39.87'

1385 FUEL 100LL NOTAM FILE FOD

RWY 17-35: H2800X28 (ASPH-TURF) LIRL (NSTD)

RWY 17: Tree. RWY 35: Road.

AIRPORT REMARKS: Unattended. For fuel call 712-448-2522. Rwy 17-35 28' asph in center of 120' wide turf strip.

Rwy 17-35 NSTD LIRL rwy lgts 60' from centerline. ACTIVATE LIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

OMAHA

PELLA MUNI (PEA) 1 W UTC-6(-5DT) N41°24.07' W92°56.75'

885 B S4 FUEL 100LL, JET A TPA-1701(816) NOTAM FILE PEA

RWY 16-34: H5403X75 (CONC) S-30, D-40 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37'. Thld dspcd 200'. Tree.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Thld dspcd 200'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

RWY 34: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1300Z to dusk, Sun 1500-2300Z. After hrs call 641-780-0244. Deer on and invof arpt. MIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.875 (641) 628-3459.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ DES MOINES APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 159° 24.1 NM to fld. 980/3E.

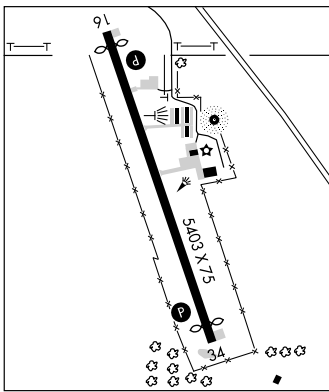
NDB (MHW) 257 PEA N41°24.27' W92°56.68' at fld.

NOTAM FILE PEA.

CHICAGO

H-5D, L-121, 27A

IAP



NDB PEA 257	APP CRS 353°	Rwy Idg TDZE Apt Elev	5000 880 885
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NDB RWY 34

PELLA MUNI (PEA)

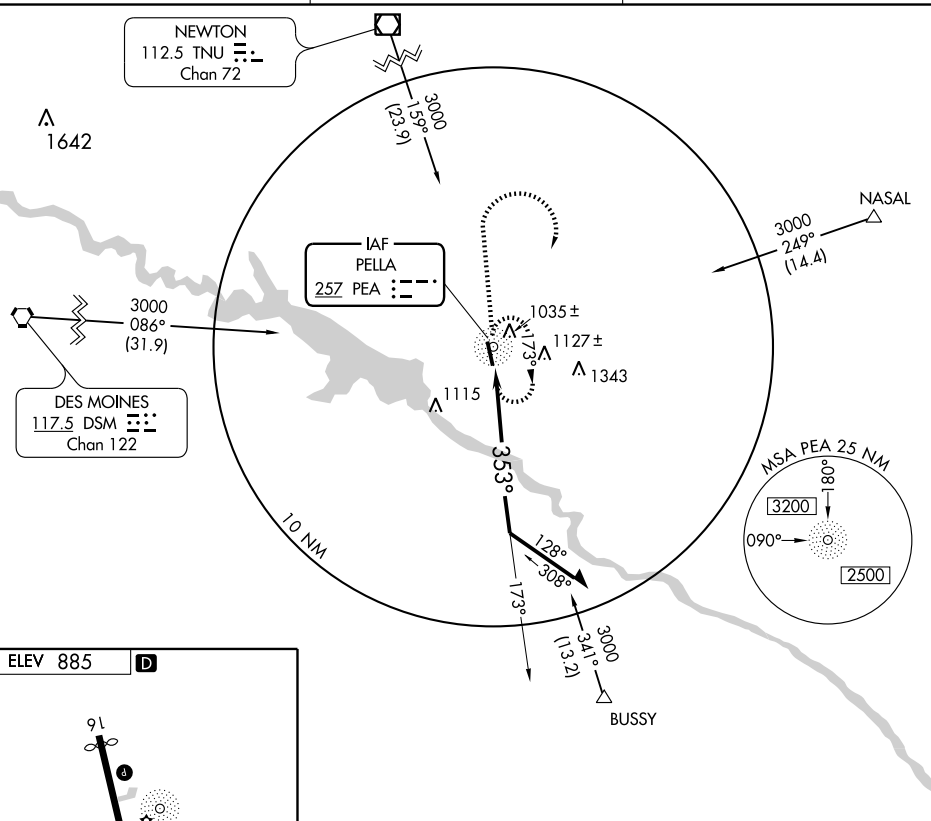
▼ When local altimeter setting not received, use Knoxville
▲ NA altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct
PEA NDB and hold.

AWOS-3
118.875

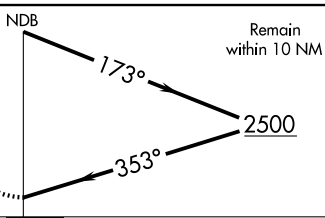
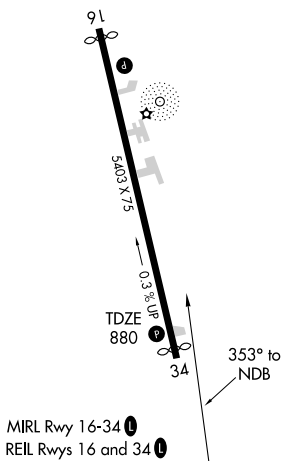
DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF) 0



ELEV 885

D



CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

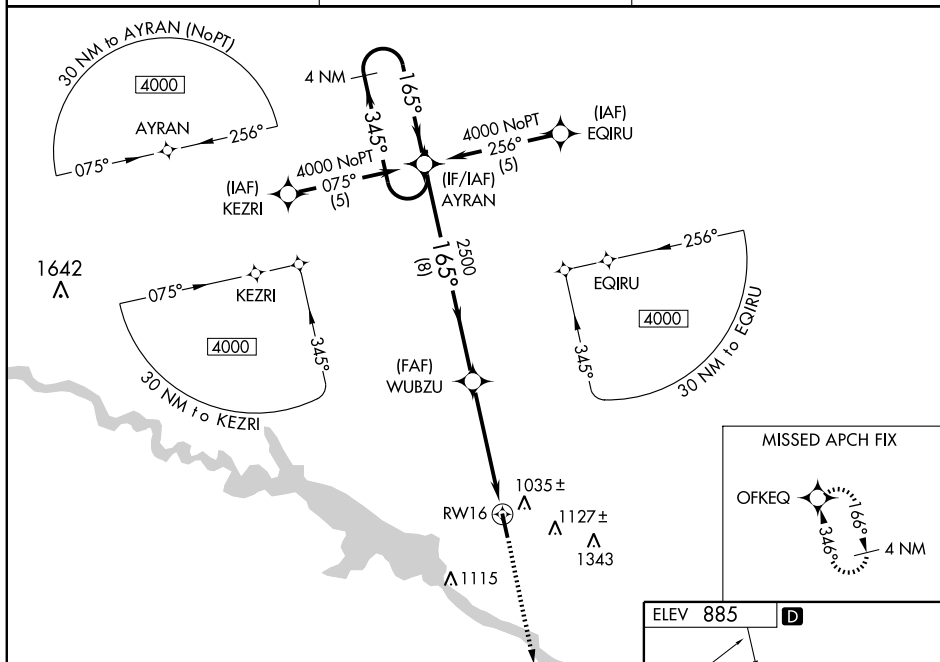
WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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RNAV (GPS) RWY 16

PELLA MUNI (PEA)

<p>▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ Baro-VNAV NA when using Knoxville altimeter setting.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).</p> <p>When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.</p>	MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.
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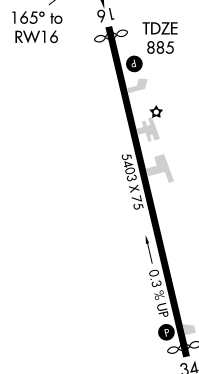
AWOS-3 118,875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		3000	OFKEQ
4000 ← 345° 165° →		WUBZU		RWY 16	
GS 3.00° TCH 40		2500		8 NM	
				4.9 NM	
CATEGORY	A	B	C	D	
LPV DA	1232-1¼	347 (400-1¼)		NA	
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA	
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA	
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA	

ELEV 885

D

MIRL Rwy 16-34 1
REIL Rwy 16 and 34 1

APP CRS 345°	Rwy Idg 5000
	TDZE 879
	Apt Elev 885

RNAV (GPS) RWY 34

PELLA MUNI (PEA)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

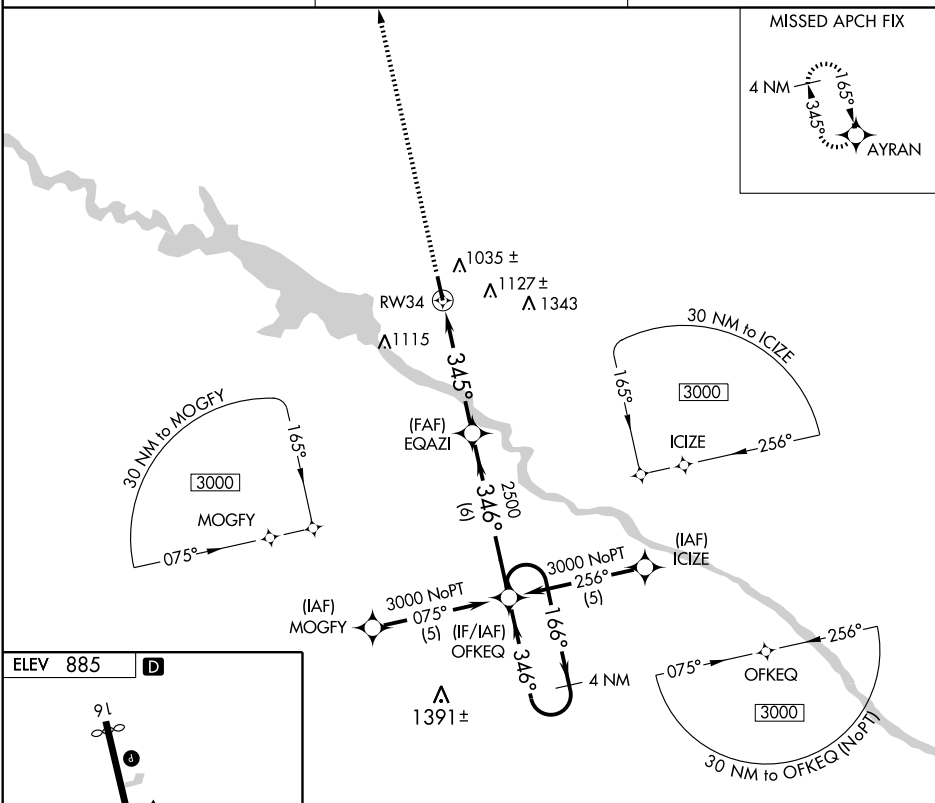
MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3
118.875

DES MOINES APP CON
123.9 307.15

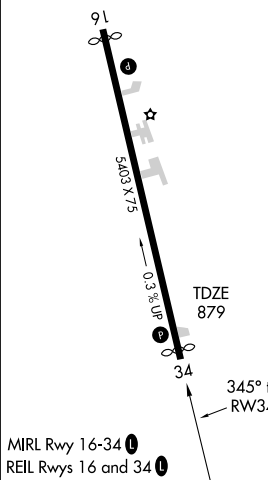
UNICOM
122.8 (CTAF) ①

MISSED APCH FIX



ELEV 885

D



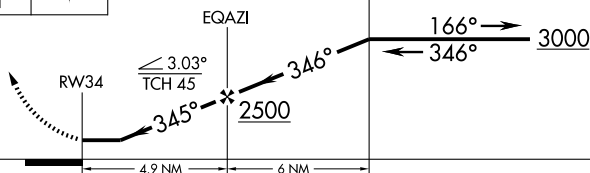
4000

AYRAN

VGSI and descent angles
not coincident

OFKEQ

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

PERRY MUNI (PRO) 3 W UTC-6(-5DT) N41°49.68' W94°09.59'

OMAHA

1013 B S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 14-32: H4001X75 (CONC) S-28, D-48 MIRL

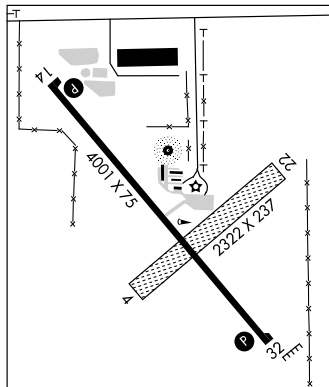
IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27'. P-line.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Brush.

RWY 04-22: 2322X237 (TURF) 0.7% up SW

RWY 22: Trees.



AIRPORT REMARKS: Attended Apr-Sep, Mon-Sat 1400-0000Z, Sun 1400-2200Z, Oct-Mar, Mon-Sat 1400-2300Z, Sun 1500-2100Z. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04-22 has badger holes. Rwy 04-22 no snow removal. ACTIVATE MRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.0 (515) 465-2269.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑧ **DES MOINES APP/DEP CON** 135.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM**DES MOINES (H) VORTACW** 117.5 DSM Chan 122 N41°26.22'W93°38.92' 309° 32.8 NM to fld. 940/7E. **HIWAS.****NDB (MHW)** 251 PRO N41°49.83' W94°09.60' at fld.

NOTAM FILE FOD. SHUTDOWN.

POCAHONTAS MUNI (POH) 1 NE UTC-6(-5DT) N42°44.57' W94°38.84'

OMAHA

1226 B FUEL 100LL, MOGAS NOTAM FILE FOD

L-121

RWY 11-29: H4100X60 (CONC) S-15 MIRL

IAP

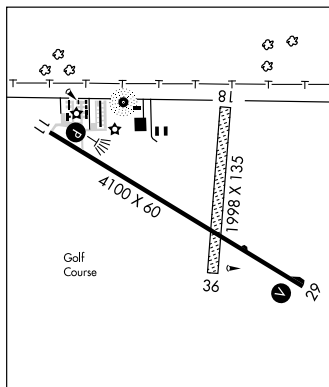
RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30'. Tree.

RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.

RWY 18-36: 1998X135 (TURF)

RWY 18: Road.

AIRPORT REMARKS: Unattended. For svcs call sheriff's office 712-335-3308. Rwy 29 is calm wind rwy. Rwy 18-36 marked with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef. ACTIVATE MRL Rwy 11-29, PAPI Rwy 11, VASI Rwy 29 and REIL, Rwy 11 and Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8.**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'W94°17.69' 290° 17.5 NM to fld. 1164/7E. **HIWAS.****NDB (MHW)** 428 POH N42°44.78' W94°38.95' at fld.**PORT CITY** N41°21.98' W91°08.94' NOTAM FILE MUT.

CHICAGO

(L) **VORW/DME** 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°-024° byd 25 NM.

L-27B

POSTVILLE**DALE DELIGHT** (Y16) 2 SW UTC-6(-5DT) N43°04.73' W91°36.91'

CHICAGO

1200 NOTAM FILE FOD

RWY 11-29: 2325X70 (TURF)

RWY 29: Road.

AIRPORT REMARKS: Unattended. Rwy 11-29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563-864-3256 for arpt conditions. Rwy 11-29 marked with yellow cones along rwy edges and at thlds.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4001
135°	TDZE	1012
	Apt Elev	1013

GPS RWY 14

PERRY MUNI (PRO)

V When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

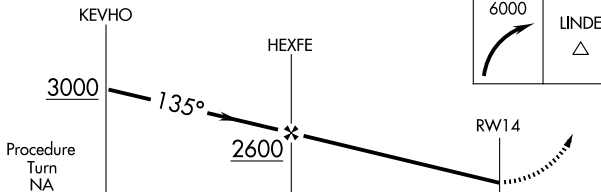
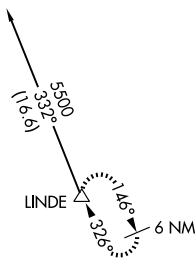
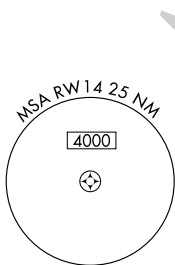
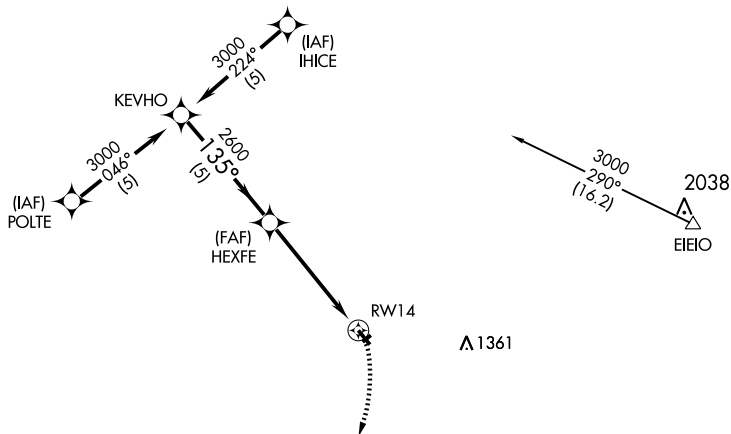
A NA

MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

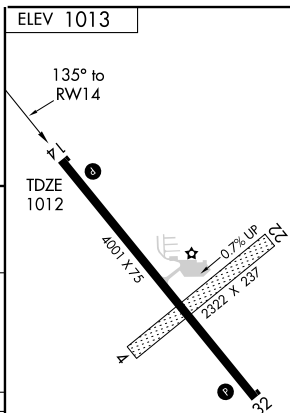
AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	



MIRL Rwy 14-32
REIL Rwy 14 and 32

NDB PI
251

APP CR.
130°

Rwy Idg	4001
TDZE	1012
Apt Elev	1013

NDB RWY 14
PERRY MUNI (PRO)



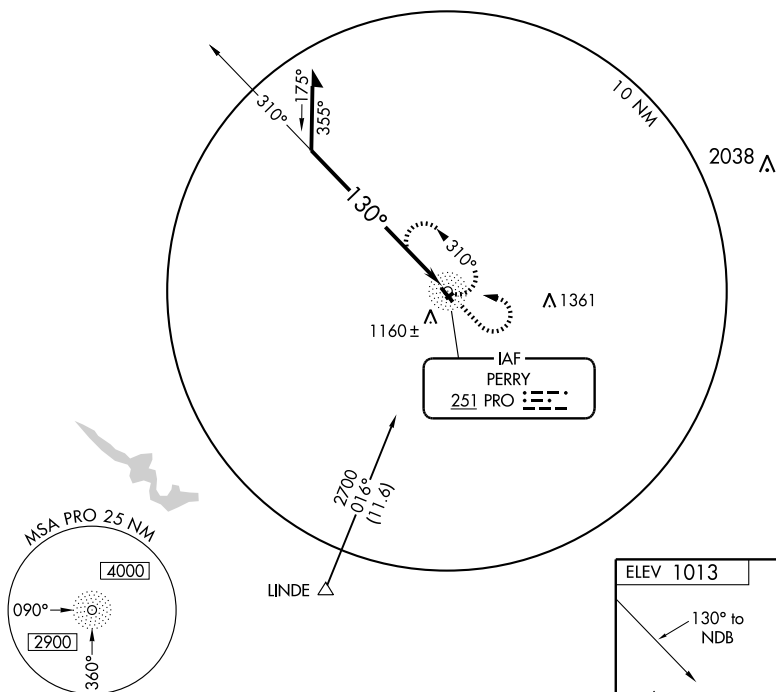
ANA

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

NDB

2700

PRO
251

2700

130

CATEGORY

A

B

C

D

S-14

1640-1

628 (700-1)

NA

CIRCLING

1640-1

627 (700-1)

NA

ELEV 1013

130° to
NDB

TDZE
1012

1012

4001

 $\frac{1}{2}$ MIRL Rwy 14-32 **L**REIL Rwys 14 and 32 **L**

NDB PI
251APP CR
325°

Rwy Idg	4001
TDZE	1012
Apt Elev	1013

NDB RWY 32
PERRY MUNI (PRO)

PERRY MUNI (PRO)



ANA

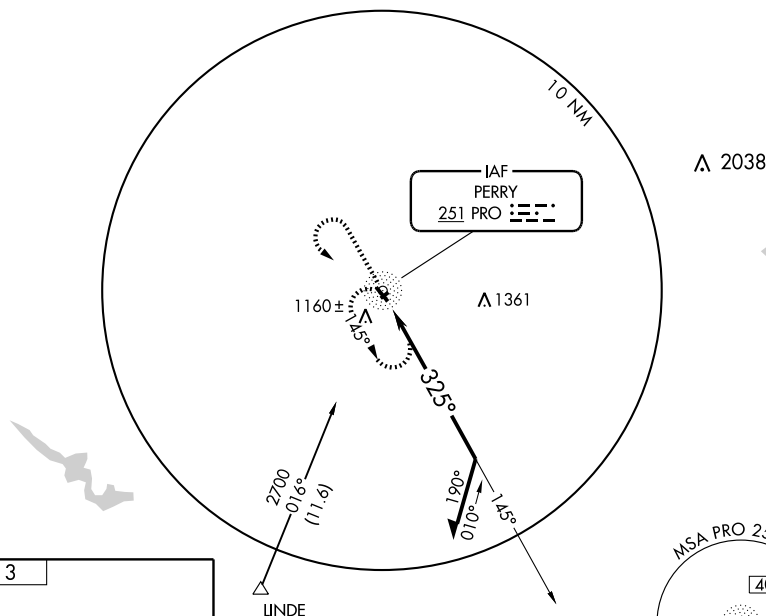
When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

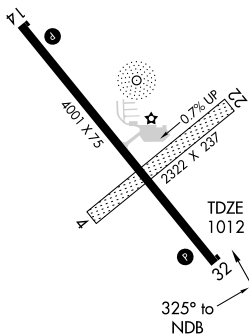
AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) **L**



ELEV 1013

MIRL Rwy 14-32 **L**

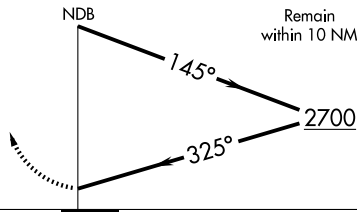
REIL Rwy 14 and 32 L

2700

PRO
251

NDB

Remain
within 10 NM



CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4001 1012 1013
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

PERRY MUNI (PRO)

▼ When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cats.
▲ NA Baro-VNAV NA when using Boone altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

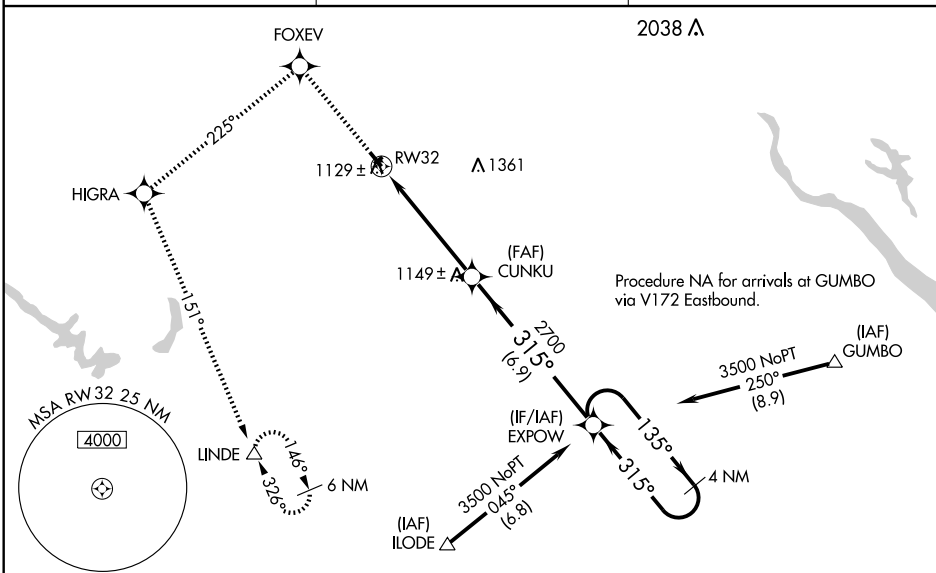
AWOS-3

118.0

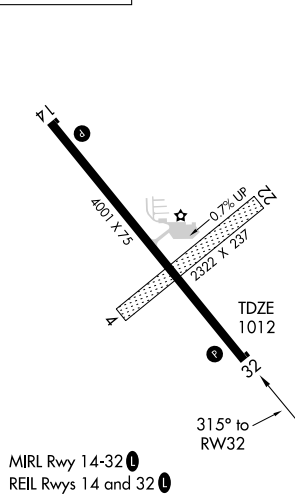
DES MOINES APP CON

135.2 360.7

UNICOM

122.8 (CTAF) 0

ELEV 1013



3500	FOXEV	225° track	HIGRA	151° track	LINDE	EXPOW	4 NM Holding Pattern
↑	✱		✱	✱	△		
VGSI and RNAV glidepath not coincident.							
		A		B		C	D
LPV	DA	1262-1	250 (300-1)	NA			
LNAV/VNAV	DA	1399-1½	387 (400-1½)	NA			
LNAV	MDA	1380-1	368 (400-1)	NA			
CIRCLING		1440-1 427 (500-1)	1480-1 467 (500-1)	NA			

PERRY MUNI (PRO) 3 W UTC-6(-5DT) N41°49.68' W94°09.59'

OMAHA

1013 B S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 14-32: H4001X75 (CONC) S-28, D-48 MIRL

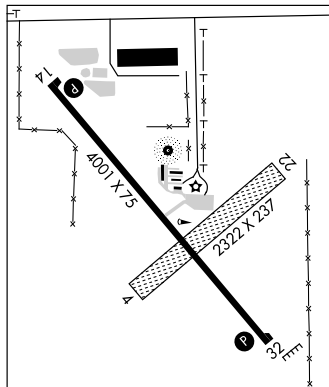
IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27'. P-line.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Brush.

RWY 04-22: 2322X237 (TURF) 0.7% up SW

RWY 22: Trees.



AIRPORT REMARKS: Attended Apr-Sep, Mon-Sat 1400-0000Z, Sun 1400-2200Z, Oct-Mar, Mon-Sat 1400-2300Z, Sun 1500-2100Z. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04-22 has badger holes. Rwy 04-22 no snow removal. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.0 (515) 465-2269.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 309° 32.8 NM to fld. 940/7E. HIWAS.

NDB (MHW) 251 PRO N41°49.83' W94°09.60' at fld.

NOTAM FILE FOD. SHUTDOWN.

POCAHONTAS MUNI (POH) 1 NE UTC-6(-5DT) N42°44.57' W94°38.84'

OMAHA

1226 B FUEL 100LL, MOGAS NOTAM FILE FOD

L-121

RWY 11-29: H4100X60 (CONC) S-15 MIRL

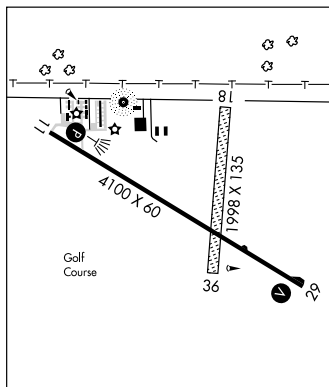
IAP

RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30'. Tree.

RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.

RWY 18-36: 1998X135 (TURF)

RWY 18: Road.

**AIRPORT REMARKS:** Unattended. For svcs call sheriff's office

712-335-3308. Rwy 29 is calm wind rwy. Rwy 18-36 marked

with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef.

ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11, VASI Rwy 29 and REIL,

Rwy 11 and Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8.**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 290° 17.5 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 428 POH N42°44.78' W94°38.95' at fld.

PORT CITY N41°21.98' W91°08.94' NOTAM FILE MUT.

CHICAGO

(L) VORW/DME 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°-024°

L-27B

byd 25 NM.

POSTVILLE**DALE DELIGHT** (Y16) 2 SW UTC-6(-5DT) N43°04.73' W91°36.91'

CHICAGO

1200 NOTAM FILE FOD

RWY 11-29: 2325X70 (TURF)

RWY 29: Road.

AIRPORT REMARKS: Unattended. Rwy 11-29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563-864-3256 for arpt conditions. Rwy 11-29 marked with yellow cones along rwy edges and at thlds.

COMMUNICATIONS: CTAF 122.9

NDB POH 428	APP CRS 090°	Rwy Idg TDZE Apt Elev	4100 1224 1224
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NDB or GPS RWY 11

POCAHONTAS MUNI (POH)

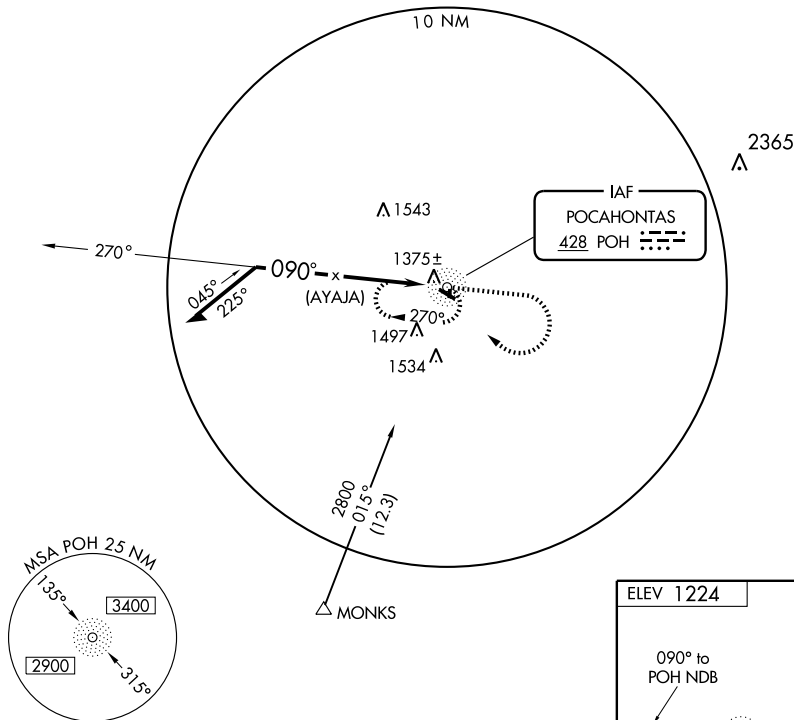


Use Fort Dodge altimeter setting.

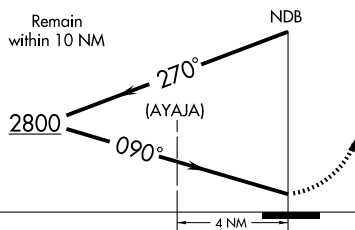
MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



Remain within 10 NM



2800

POH

428

ELEV 1224

090° to POH NDB

TDZE

1224

81

4100 X 60

1998 X 135

0.3% Up

36

29

CATEGORY	A	B	C	D
S-11	1880-1	656 (700-1)	1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwy 11 and 29 0
MIRL Rwy 11-29 0

VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg 4100 TDZE 1222 Apt Elev 1224
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VOR/DME or GPS RWY 29
POCAHONTAS MUNI (POH)

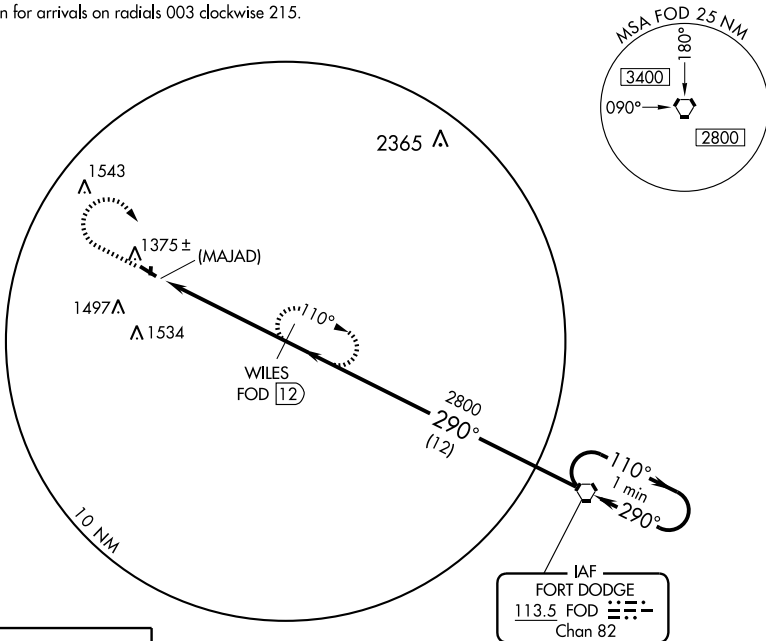
T
A NA Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.

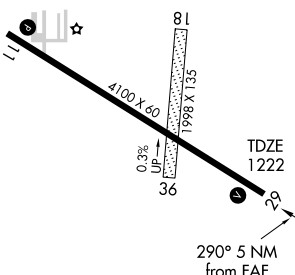
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**

No Procedure Turn for arrivals on radials 003 clockwise 215.



ELEV 1224



REIL Rwys 11 and 29 **L**
MIRL Rwy 11-29 **L**

[illegible]POCAHONTAS, IOWA
Amdt 3A 09/27

42°45'N-94°39'W

POCAHONTAS MUNI (POH)
VOR/DME or GPS RWY 29

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

PRICE N42°37.33' W92°30.57' NOTAM FILE ALO.
NDB (LOM) 382 AL 126° 6.2 NM to Waterloo Rgnl. SHUTDOWN.

CHICAGO

PRIMGHAR (2Y0) 1 E UTC-6(-5DT) N43°04.68' W95°36.86'
 1481 NOTAM FILE FOD

OMAHA

Rwy 17-35: 1985X105 (ASPH-TURF) LIRL

Rwy 17: Pole. **Rwy 35:** Fence.

AIRPORT REMARKS: Unattended. No phone avbl at arpt. Rwy 17-35 the N 855' by 20' center portion of rwy length is asph. Rwy 17-35 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

PUFF N43°21.09' W94°44.27' NOTAM FILE EST.
NDB (MHW) 345 PUF 350° 3.4 NM to Estherville Muni.
 NDB unusable 330°-120° by 15 NM.

OMAHA

L-121

RADCLIFFE

DRAKE (2Y1) 1 E UTC-6(-5DT) N42°19.00' W93°25.01'
 1179 NOTAM FILE FOD

OMAHA

Rwy 08-26: 2480X90 (TURF) LIRL (NSTD)

Rwy 08: Trees.

AIRPORT REMARKS: Unattended. Winter months, call 515-899-2169 for arpt conditions. Rwy 08-26 NSTD LIRL; solid clear; thld lgts solid green. ACTIVATE LIRL Rwy 08-26-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

RED OAK MUNI (RDK) 2 W UTC-6(-5DT) N41°00.65' W95°15.53'
 1045 B S2 FUEL 100LL, JET A NOTAM FILE RDK

OMAHA

H-5C, L-101, 121

IAP

Rwy 05-23: H5100X75 (CONC) MIRL

Rwy 05: REIL. PVASI(PSIL)—GA 3.0° TCH 26'. Thld dsplcd 1000'. Railroad.

Rwy 23: REIL. PVASI(PSIL)—GA 3.0° TCH 33'. Trees.

Rwy 17-35: H2901X60 (CONC) S-25 MIRL

Rwy 17: SAVASI(S2L)—GA 3.0° TCH 44'. Road.

Rwy 35: SAVASI(S2L)—GA 3.0° TCH 44'. P-line.

Rwy 13-31: 2050X210 (TURF)

Rwy 13: Road. **Rwy 31:** Pole.

AIRPORT REMARKS: Attended 1400-2300Z±. Rwy 13-31 CLOSED Nov-Apr. CAUTION: Ultralights on and in vof arpt. Rwy 23 is calm wind rwy. Rwy 13-31 ends and sides marked with yellow cones. ACTIVATE MIRL Rwy 17-35 and Rwy 05-23, PVASI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and SAVASI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (712) 623-3220.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

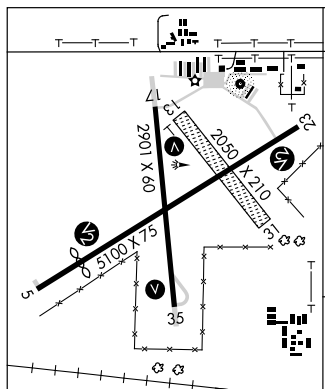
GCO 121.725 (six times for FORT DODGE FLIGHT SERVICES CLNC DEL.) OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 105° 23.6 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 230 RDK N41°00.92' W95°15.34' at fld. NOTAM FILE RDK. Unmonitored.



NDB RDK 230	APP CRS 144°	Rwy Idg TDZE Apt Elev	2901 1045 1045
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NDB RWY 17

RED OAK MUNI (RDK)



Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase S-17 Cat B and Circling Cat B visibilities ¼ mile.

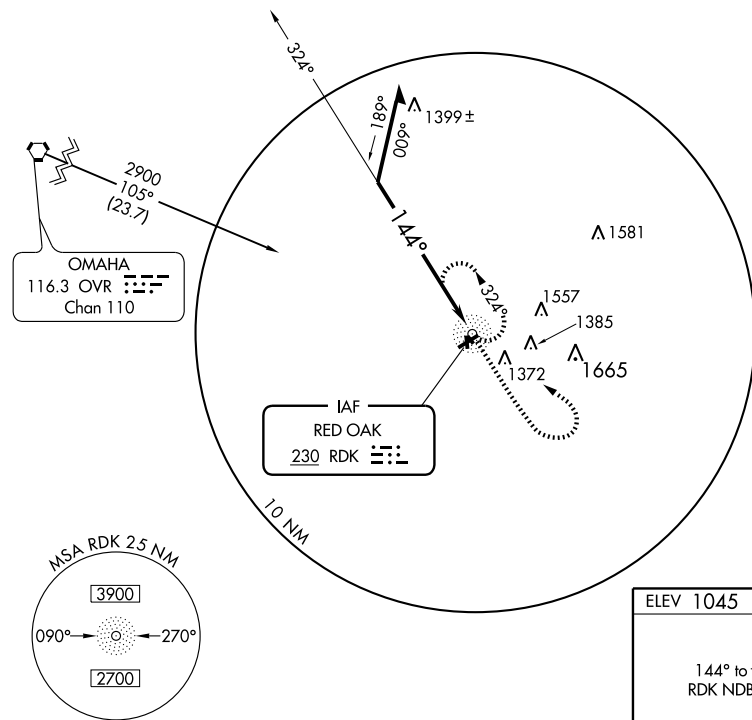
MISSED APPROACH: Climb to 2900 then left turn direct RDK NDB and hold.

AWOS-3
119.775

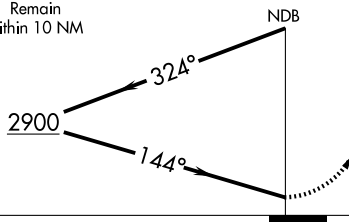
OMAHA APP CON
124.5 263.0

GCO
121.725

UNICOM
122.8 (CTAF) 0

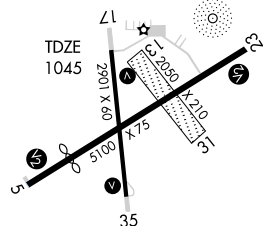


Remain
within 10 NM



ELEV 1045

144° to
RDK NDB



CATEGORY	A	B	C	D
S-17	1760-1	715 (800-1)	NA	
CIRCLING	1760-1	715 (800-1)	NA	

MIRL Rwy 5-23 and 17-35 0
REIL Rwy 5 and 23 0

APP CRS **054°**
Rwy Idg **4100**
TDZE **1043**
Apt Elev **1045**

RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

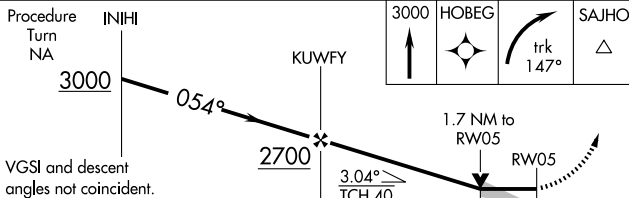
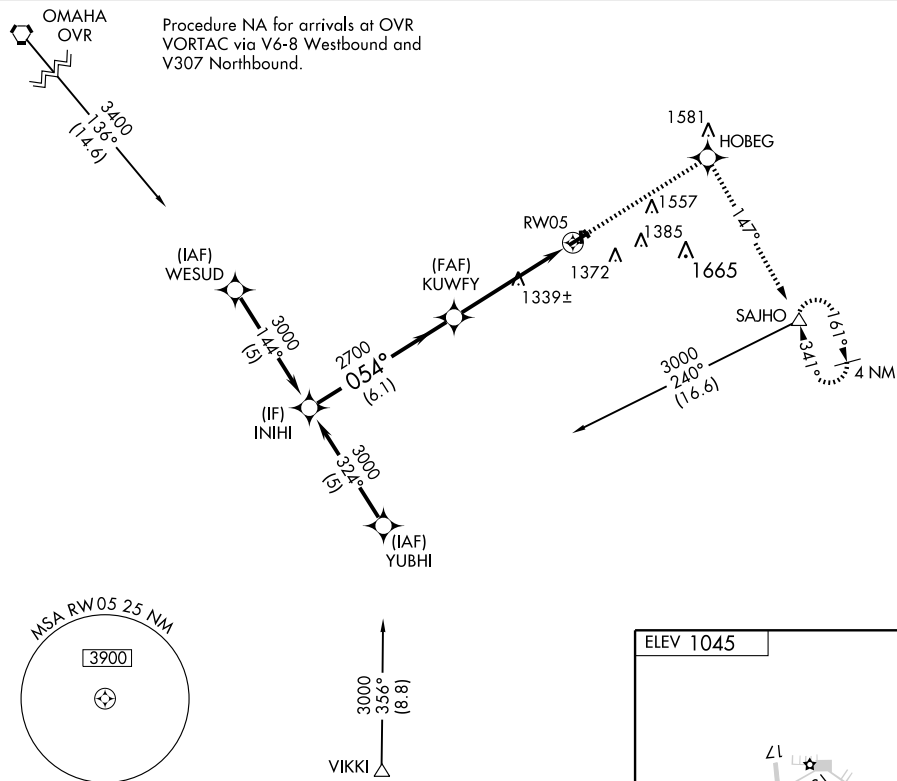
MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3
119.775

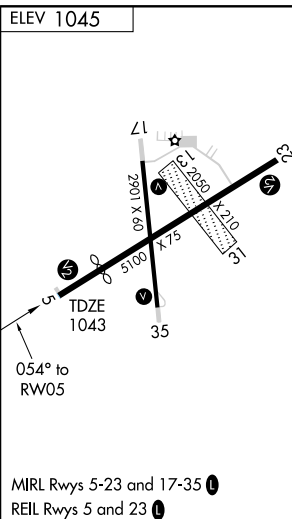
OMAHA APP CON
124.5 263.0

GCO
121.725

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1600-1	557 (600-1)	NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



APP CRS **170°**
Rwy Idg **2901**
TDZE **1045**
Apt Elev **1045**

RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3
119.775

OMAHA APP CON
124.5 263.0

GCO
121.725

UNICOM
122.8 (CTAF) **①**

△
1700

(IAF) EYNOR **△** 3000 099° (4.9) (IF) ULAZO 3000 260° (5) (IAF) IYETA

3000 241° (8.8) **△** PSFIC

2700
(6)

1359± **△** (FAF) OVEDY

1581 **△**

1309± **△**

1385 **△**

1557 **△**

3000 341° (15.1)

1372 **△**

1665 **△**

CIBVI

SAJHO **△**

069°

4 NM

MSA RW17 25 NM

3900

Procedure Turn NA

ULAZO

3000

CIBVI

trk 069°

SAJHO **△**

3000

170°

OVEDY

2700

3.04°

TCH 44

RW17

6 NM

5 NM

CATEGORY

A

B

C

D

RNAV MDA

1600-1

555 (600-1)

NA

CIRCLING

1620-1

1780-1

735 (800-1)

NA

ELEV 1045

170° to RW17

TDZE 1045

2901 X 60

5100 X 75

35

MIRL Rwy 5-23 and 17-35 **①**
REIL Rwy 5 and 23 **①**

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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VOR/DME-A

RED OAK MUNI (RDK)



MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

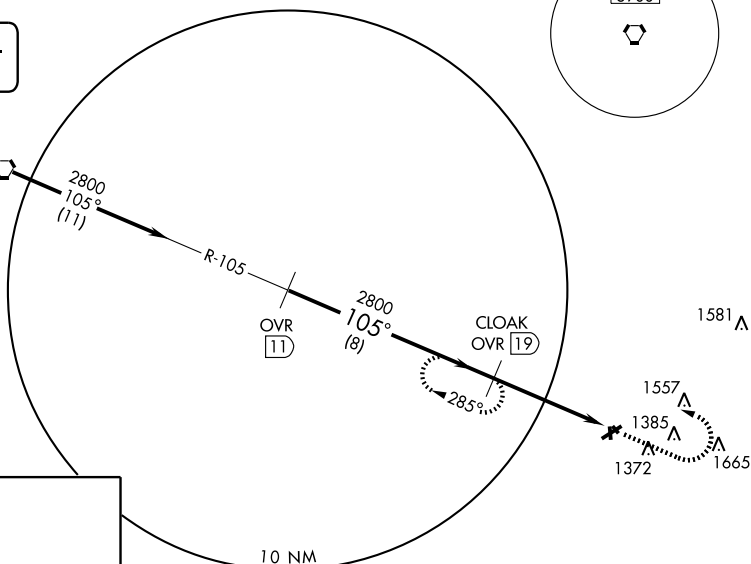
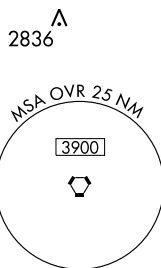
AWOS-3
119.775

OMAHA APP CON
124.5 263.0

GCO
121.725

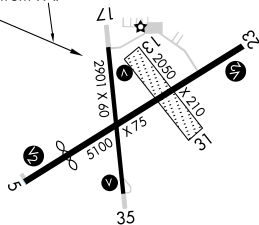
UNICOM
122.8 (CTAF) **0**

IAF
OMAHA
116.3 OVR
Chan 110



ELEV 1044

105° 4.5 NM
from FAF



MIRL Rwy 5-23 and 17-35 **0**
REIL Rwy 5 and 23 **0**

Procedure
Turn NA

OVR
11
2800

CLOAK
OVR **19**
2800

2800
↑

OVR
R-105

CLOAK
OVR **19**

OVR
23.5

8 NM

4.5 NM

CATEGORY

A

B

C

D

CIRCLING

1660-1
616 (700-1)

1740-1¼
696 (700-1¼)

NA

ROCK RAPIDS MUNI (RRQ) 2 NW UTC-6(-5DT) N43°27.13' W96°10.79'OMAHA
L-121
IAP

1363 B S4 FUEL 100LL NOTAM FILE FOD

RWY 16-34: H3097X50 (ASPH) S-8 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 300'. Tree.

RWY 34: PAPI(P2L)—GA 3.0° TCH 26'. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†, Sat

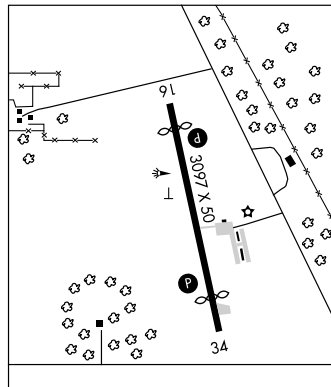
1500-1800Z†. For after hrs call 712-472-2643. Rwy 34 is calm wind rwy. ACTIVATE MIRL Rwy 16-34, PAPI Rws 16 and 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SIOUX FALLS APP/DEP CON 126.9 (1100-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 132.05 (0600-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'
W95°34.92' 238° 28.6 NM to fld. 1571/8E.**ROCKWELL CITY MUNI** (2Y4) 1 SE UTC-6(-5DT) N42°23.27' W94°37.12'OMAHA
L-121

1217 FUEL 100LL NOTAM FILE FOD

RWY 12-30: H3500X60 (CONC) MIRL

RWY 12: Thld dsplcd 1200'. Building. RWY 30: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3500 TODA-3500 ASDA-3500 LDA-2300

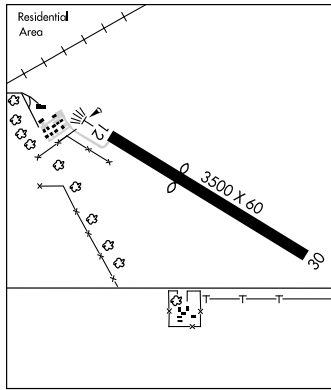
RWY 30: TORA-3500 TODA-3500 ASDA-3500 LDA-3500

AIRPORT REMARKS: Unattended. For fuel call Police at 712-297-7583.

Radio controlled acft invof arpt. For MIRL Rwy 12-30 key 122.8 3 times high ints only.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

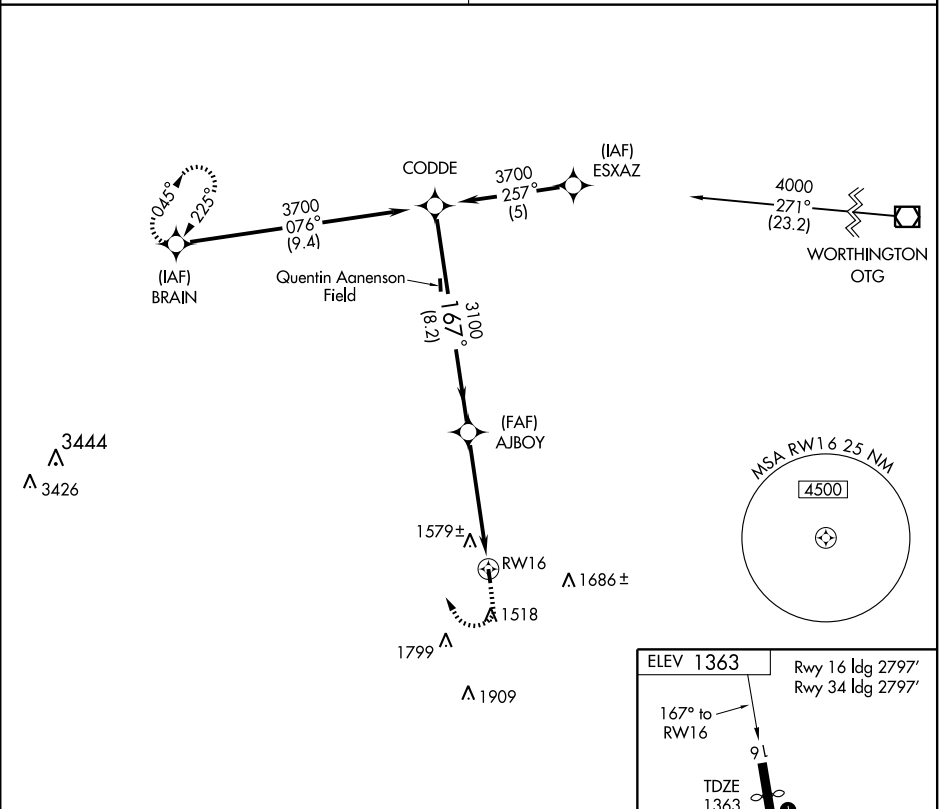
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'
W94°17.69' 220° 19.6 NM to fld. 1164/7E. HIWAS.

APP CRS	Rwy ldg	2797
167°	TDZE	1363
	Apt Elev	1363

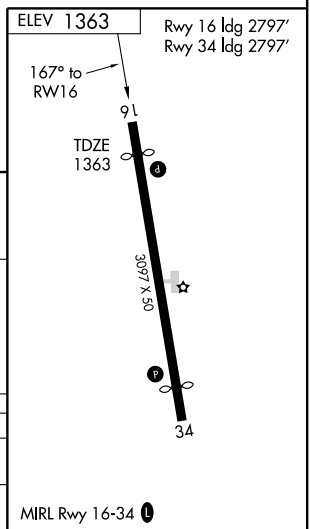
GPS RWY 16

ROCK RAPIDS MUNI (RRQ)

<p>NA Use Sioux Falls, SD altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.</p>
<p>SIoux FALLS APP CON ★</p> <p>126.9 267.9</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>



	CODDE		2200	3700	BRAIN
	3700		167°	3100	RW16
Procedure Turn NA	8.2 NM		5 NM		
CATEGORY	A	B	C	D	
S-16	1900-1	537 (600-1)	NA		
CIRCLING	1960-1	597 (600-1)	NA		



APP CRS **347°**
Rwy ldg **2797**
TDZE **1363**
Apt Elev **1363**

GPS RWY 34

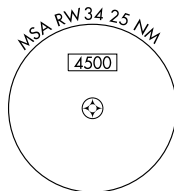
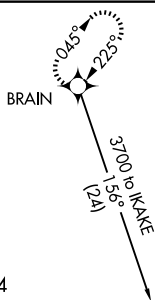
ROCK RAPIDS MUNI (RRQ)

NA Use Sioux Falls, SD altimeter setting.

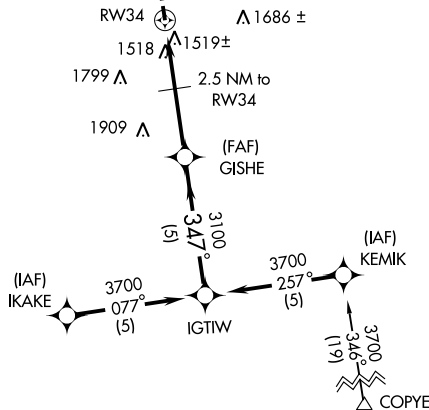
MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

SIoux FALLS APP CON ★
126.9 267.9

UNICOM
122.8 (CTAF) 0



ELEV **1363** Rwy 16 ldg 2797'
Rwy 34 ldg 2797'



MIRL Rwy 16-34 0
TDZE 1363

347° to RW34

	2200	3700	BRAIN	IGTIW
	↑	↩	✦	
			2.5 NM to RW34	3700
			2280	3100
			2.5 NM	5 NM
CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)	NA	NA
CIRCLING	1960-1	597 (600-1)	NA	NA

SAC CITY MUNI (SKI) 3 S UTC-6(-5DT) N42°22.75' W94°58.78'

1250 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4100X75 (CONC) MIRL

RWY 18: PVASI(P SIL)—GA 3.0° TCH 11'. Road.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 14'. P-line.

RWY 14-32: H2350X60 (CONC) S-12.5 MIRL 0.6% up NW

RWY 14: VASI(V2L)—GA 3.0° TCH 37'.

RWY 32: VASI(V2L)—GA 3.0° TCH 36'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z+. Line of sight problems exist between Rwy 36 and Rwy 14-32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.

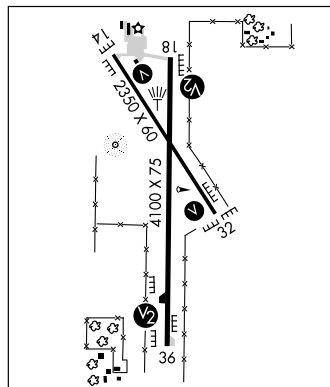
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82

N42°36.67' W94°17.69' 239° 33.4 NM to fld.

1164/7E. HIWAS.

NDB (MHW) 356 SKI N42°22.83' W94°58.95' at fld.OMAHA
L-121
IAP**SALIX** N42°19.65' W96°17.42' NOTAM FILE SUX.**NDB (MHW/LOM)** 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day Fld. Unmonitored.OMAHA
L-11B**SCHENCK FLD** (See CLARINDA)**SHELDON MUNI** (SHL) 2 NE UTC-6(-5DT) N43°12.50' W95°50.01'

1419 B S4 FUEL 100LL, JET A NOTAM FILE SHL

RWY 15-33: H4199X75 (CONC) S-28 MIRL

RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44'. Road.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2300Z+, Sat-Sun on call. For svc after hrs call 712-324-4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15-33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (712) 324-5159.**COMMUNICATIONS:** CTAF/UNICOM 122.8

SPENCER RCO 122.15 (FORT DODGE RADIO)

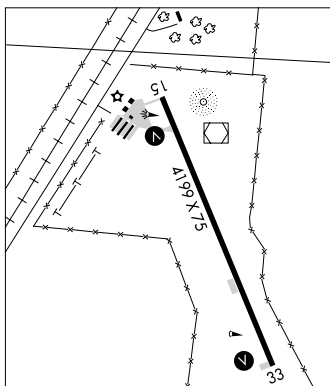
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.**SPENCER (L)VORW/DME** 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 271° 27.9 NM to fld. 1330/5E.

(T)VORW/DME 108.6 DDL Chan 23 N43°12.73' W95°50.04' at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly. SHUTDOWN.

NDB (MHW) 338 SHL N43°12.85' W95°50.03' at fld.

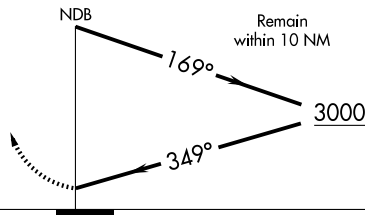
NOTAM FILE SHL. NDB unmonitored.

OMAHA
L-121
IAP

NDB RWY 36
SAC CITY MUNI (SKI)

MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-36	2000-1 757 (800-1)	2000-1¼ 757 (800-1¼)	NA	
CIRCLING	2000-1 750 (800-1)	2000-1¼ 750 (800-1¼)	NA	

APP CRS 357°	Rwy Idg 4100
	TDZE 1243
	Apt Elev 1250

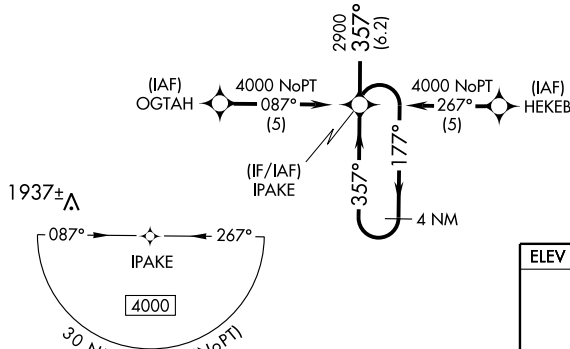
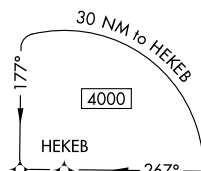
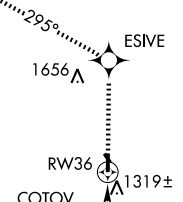
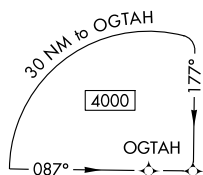
RNAV (GPS) RWY 36

SAC CITY MUNI (SKI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.
--	--

CARROLL AWOS-3
118.025MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

4 NM
Holding PatternVGSI and descent angles
not coincident.

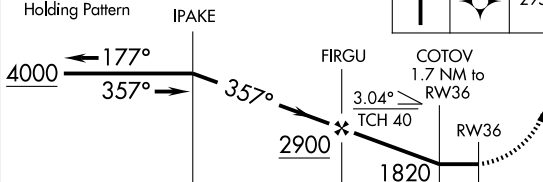
4000

ESIVE

tr

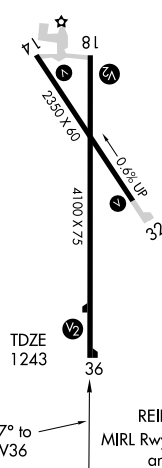
295°

NEMAH



CATEGORY	A	B	C	D
LNNAV MDA	1640-1	397 (400-1)	NA	
CIRCLING	1720-1	470 (500-1)	NA	

ELEV 1250



SAC CITY MUNI (SKI) 3 S UTC-6(-5DT) N42°22.75' W94°58.78'

1250 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4100X75 (CONC) MIRL

RWY 18: PVASI(P SIL)—GA 3.0° TCH 11'. Road.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 14'. P-line.

RWY 14-32: H2350X60 (CONC) S-12.5 MIRL 0.6% up NW

RWY 14: VASI(V2L)—GA 3.0° TCH 37'.

RWY 32: VASI(V2L)—GA 3.0° TCH 36'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z+. Line of sight problems exist between Rwy 36 and Rwy 14-32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.

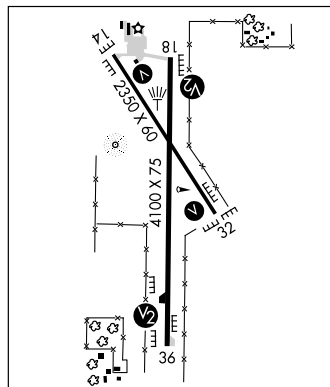
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82

N42°36.67' W94°17.69' 239° 33.4 NM to fld.

1164/7E. HIWAS.

NDB (MHW) 356 SKI N42°22.83' W94°58.95' at fld.OMAHA
L-121
IAP**SALIX** N42°19.65' W96°17.42' NOTAM FILE SUX.**NDB (MHW/LDM)** 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day Fld. Unmonitored.OMAHA
L-11B**SCHENCK FLD** (See CLARINDA)**SHELDON MUNI** (SHL) 2 NE UTC-6(-5DT) N43°12.50' W95°50.01'

1419 B S4 FUEL 100LL, JET A NOTAM FILE SHL

RWY 15-33: H4199X75 (CONC) S-28 MIRL

RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44'. Road.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2300Z+, Sat-Sun on call. For svc after hrs call 712-324-4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15-33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

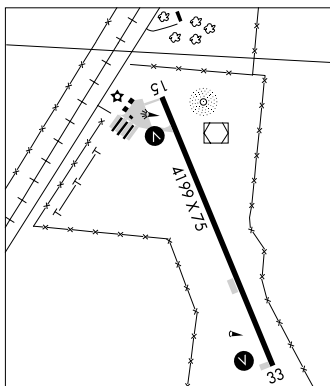
WEATHER DATA SOURCES: AWOS-3 119.775 (712) 324-5159.**COMMUNICATIONS:** CTAF/UNICOM 122.8**SPENCER RCO** 122.15 (FORT DODGE RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.**SPENCER (L)VORW/DME** 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 271° 27.9 NM to fld. 1330/5E.

(T)VORW/DME 108.6 DDL Chan 23 N43°12.73' W95°50.04' at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly. SHUTDOWN.

NDB (MHW) 338 SHL N43°12.85' W95°50.03' at fld.

NOTAM FILE SHL. NDB unmonitored.

OMAHA
L-121
IAP

NDB SHL 338	APP CRS 335°	Rwy Idg TDZE Apt Elev	4199 1418 1419
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NDB RWY 33

SHELDON MUNI (SHL)

⚠ NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

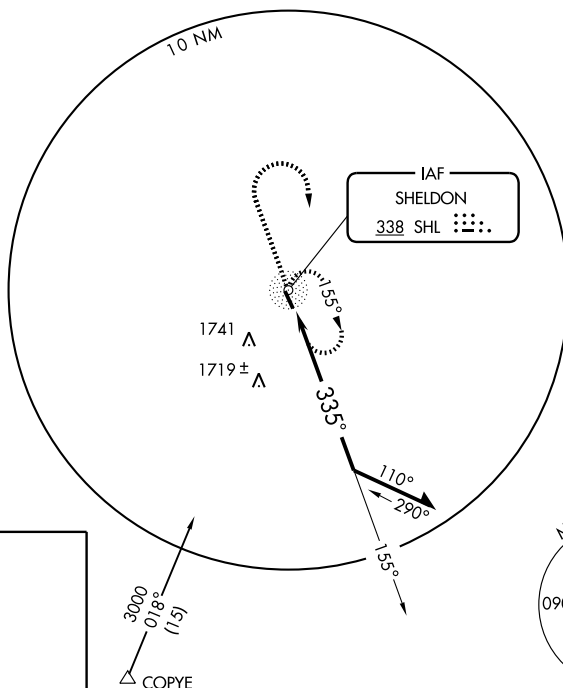
MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF)

⚠ 2107



ELEV **1419**



338

TDZE
1418

33

335°
to NDB

MIRL Rwy 15-33

REIL Rwy 15 and 33

3000
↑



SHL
338

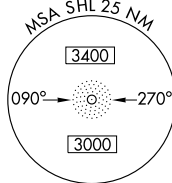
NDB

Remain
within 10 NM

155°

335°

3000



CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

SHELDON, IOWA

Amdt 7 09071

SHELDON MUNI (SHL)

NDB RWY 33

43°13'N - 95°50'W

APP CRS 150°	Rwy Idg 4199
	TDZE 1419
	Apt Elev 1419

RNAV (GPS) RWY 15

SHELDON MUNI (SHL)

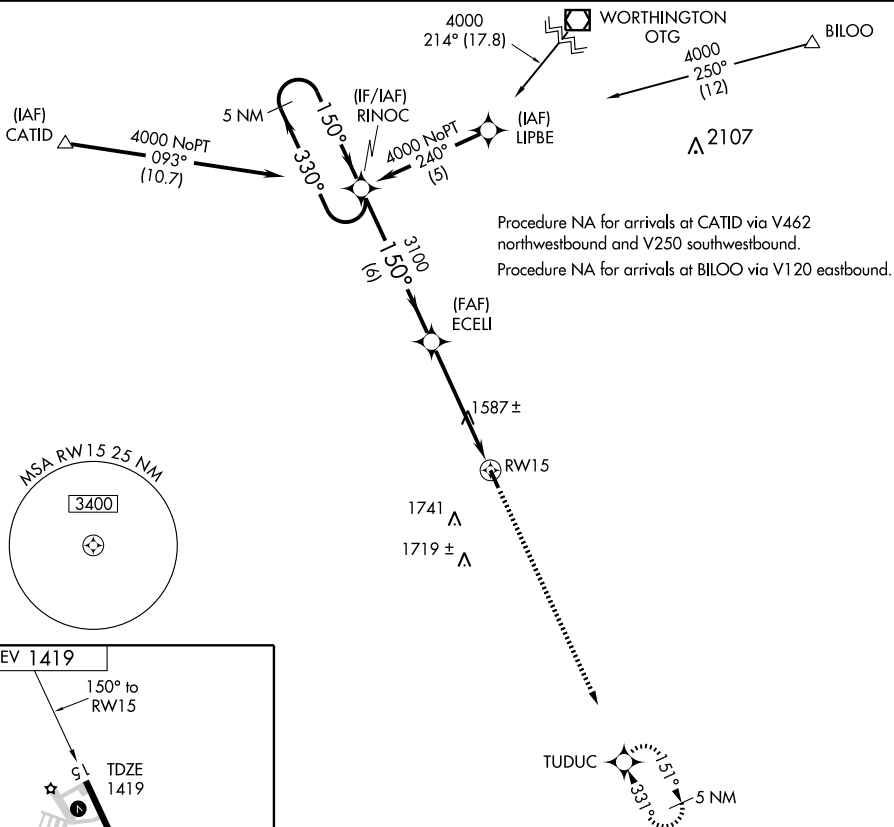
A DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF)



ELEV 1419

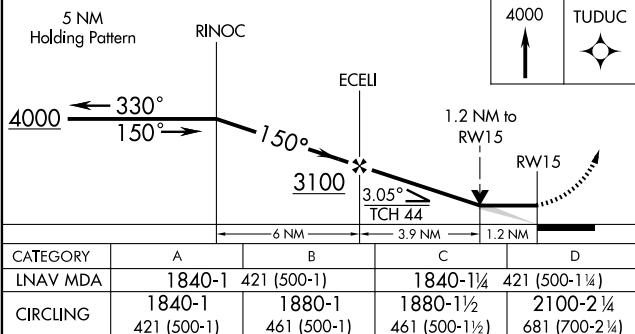
150° to RW15

TDZE 1419

MIRL Rwy 15-33
REIL Rws 15 and 33

SHELDON, IOWA

Orig 05356



SHELDON MUNI (SHL)

43°13'N-95°50'W

RNAV (GPS) RWY 15

APP CRS 330°	Rwy Idg 4199
	TDZE 1418
	Apt Elev 1419

RNAV (GPS) RWY 33

SHELDON MUNI (SHL)

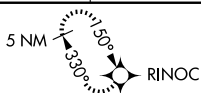
A DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3
119.775

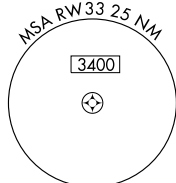
FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF)



△ 2107

Procedure NA for arrivals at COPYE via V175 southwestbound.
Procedure NA for arrivals at RITTA via V219 northeastbound.

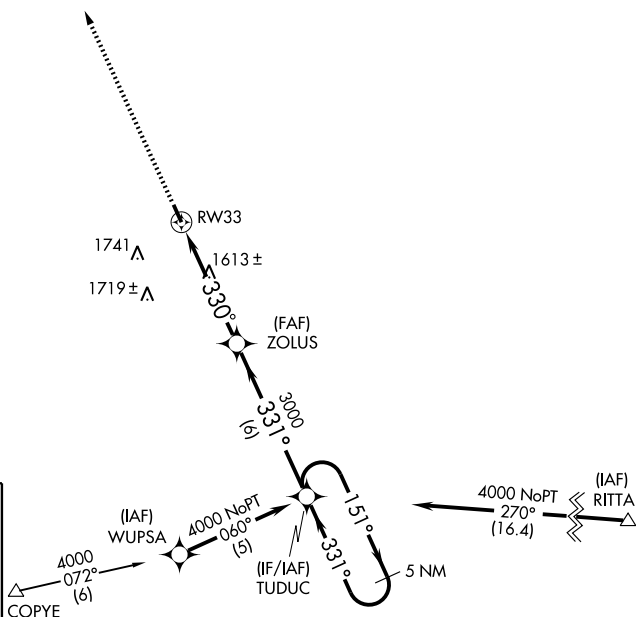


ELEV 1419



TDZE
1418

MIRL Rwy 15-33
REIL Rws 15 and 33



CATEGORY	A		B		C		D	
	LNAV MDA		1880-1		1880-1½		1880-1½	
CIRCLING			462 (500-1)		462 (500-1¼)		462 (500-1½)	
			461 (500-1)		461 (500-1½)		681 (700-2¼)	

SHENANDOAH MUNI (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

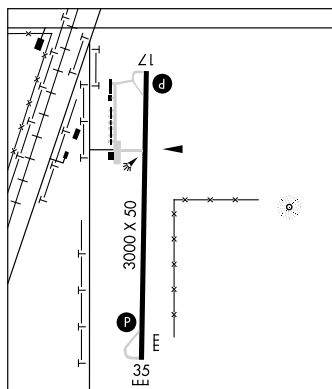
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

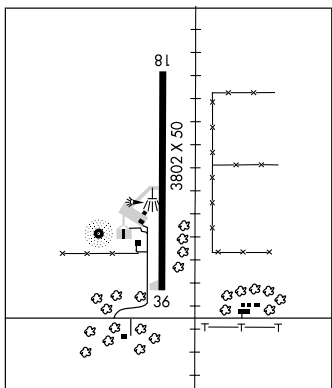
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

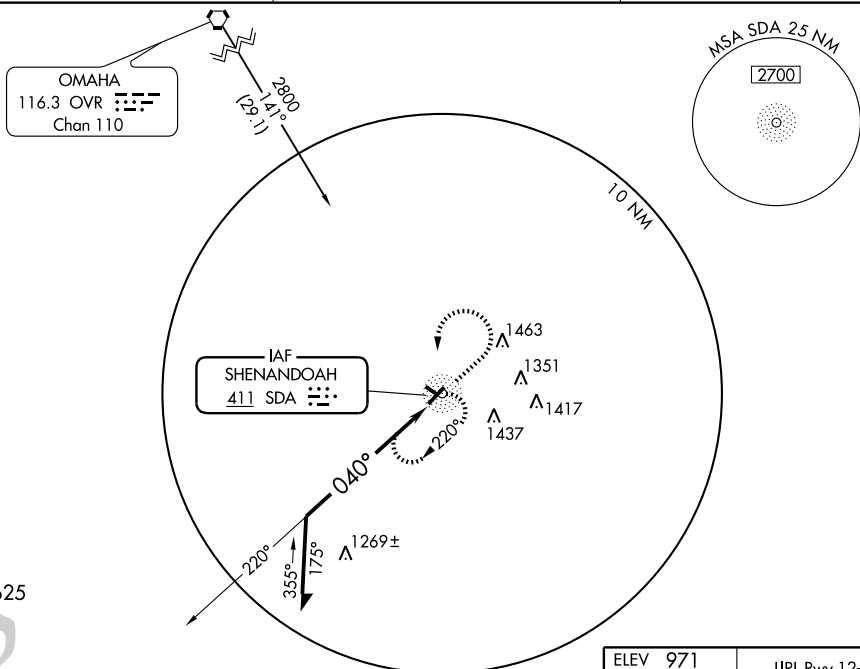
SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



NDB SDA
411APP CRS
040°Rwy Idg **5000**
TDZE **967**
Apt Elev **971****NDB RWY 4**
SHENANDOAH MUNI (SDA)If local altimeter setting not received, use Clarinda
altimeter setting and increase all MDA's 60 feet.MISSED APPROACH: Climb to 2800 then left turn
direct SDA NDB and hold.AWOS-3
125.525OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0Remain
within 10 NM

NDB

2800

220°

040°

2800

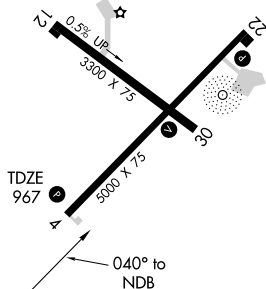
SDA
411

ELEV 971

IURL Rwy 12-30

MIRL Rwy 4-22

REIL Rwy 4 and 22



CATEGORY

A

B

C

D

S-4

1620-1 653 (700-1)

NA

CIRCLING

1620-1 649 (700-1)

NA

WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg TDZE 967 Apt Elev 971	5000
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RNAV (GPS) RWY 4

SHENANDOAH MUNI (SDA)

▼ If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
▲ VDP NA when using Clarinda altimeter setting.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

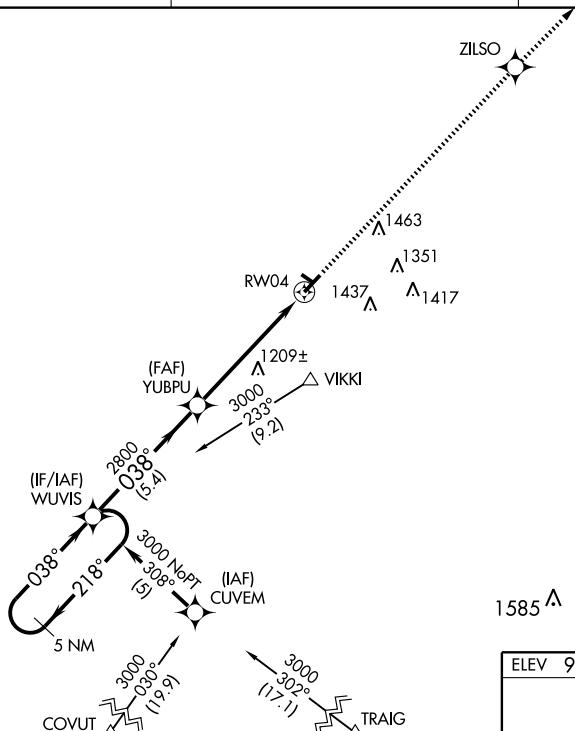
MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3
125.525

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0

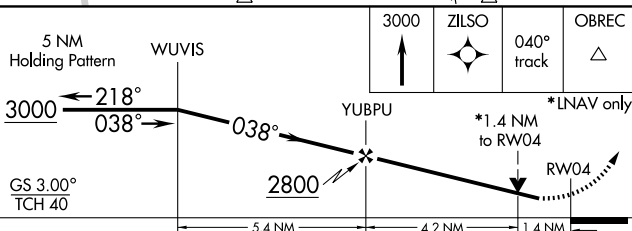
MISSED APCH FIX



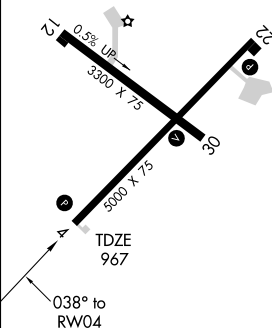
1585 Δ

ELEV 971

LIRL Rwy 12-30
MIRL Rwy 4-22
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)		NA
LNAV/ VNAV DA			NA	
LNAV MDA	1460-1	493 (500-1)		NA
CIRCLING	1520-1	549 (600-1)		NA



VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg TDZE Apt Elev	3300 967 970
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VOR/DME or GPS RWY 12

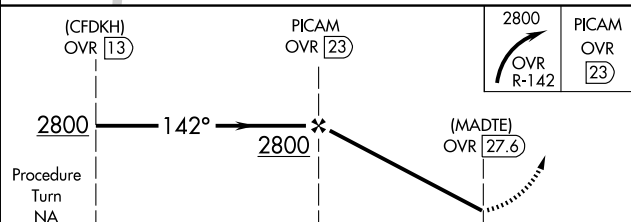
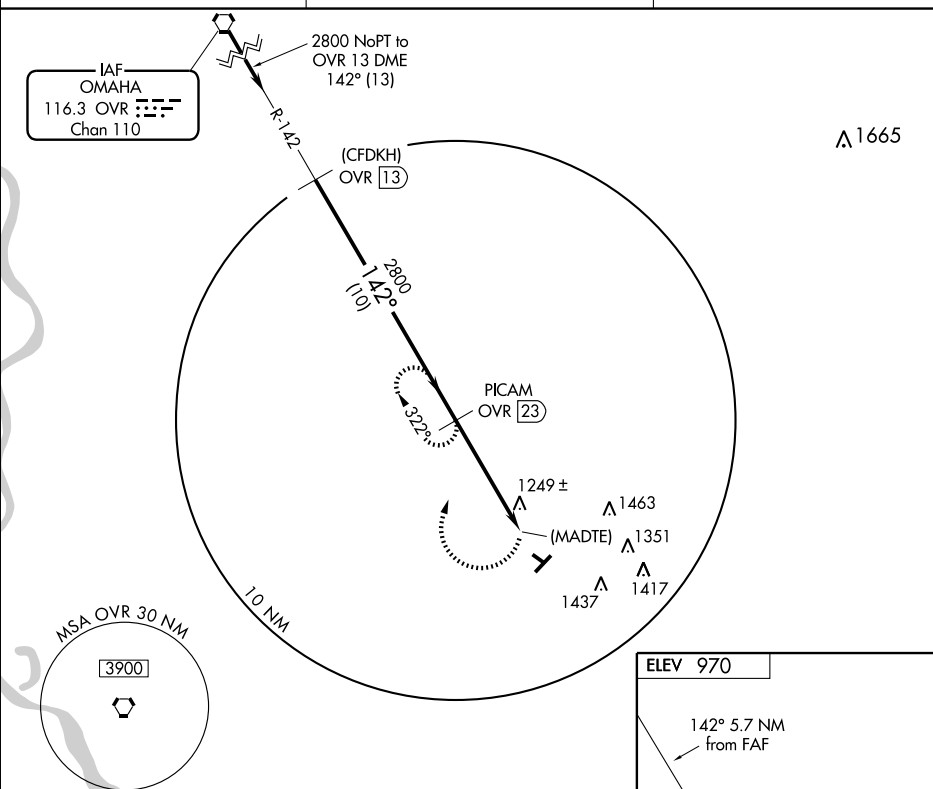
SHENANDOAH MUNI (SDA)

AWOS-3
125.525

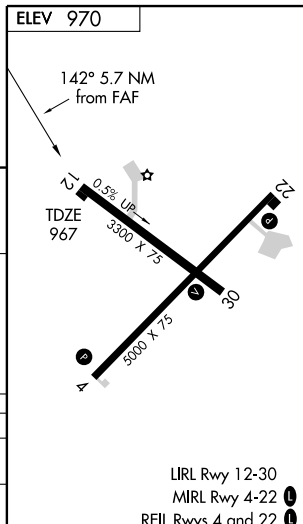
OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 2800 via
OVR R-142 to PICAM/OVR 23 DME and hold.



CATEGORY	A	B	C	D
S-12	1540-1¼	573 (600-1¼)	NA	NA
CIRCLING	1540-1¼	570 (600-1¼)	NA	NA



SHENANDOAH MUNI (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

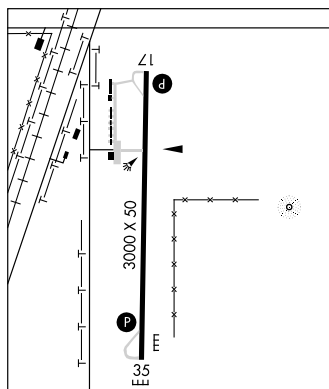
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

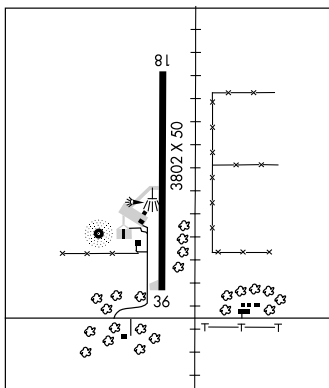
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



NDB or GPS RWY 17

SIBLEY MUNI (ISB)

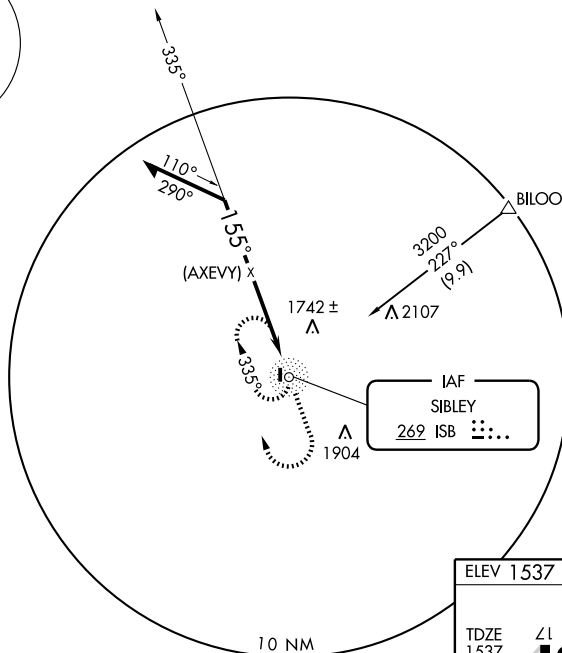
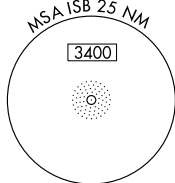
NDB ISB 269	APP CRS 155°	Rwy Idg TDZE Apt Elev	3000 1537 1537
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▲ NA

Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct ISB
NDB and hold.MINNEAPOLIS CENTER
132.05 317.4UNICOM
122.8 (CTAF) 0

▲ 2307



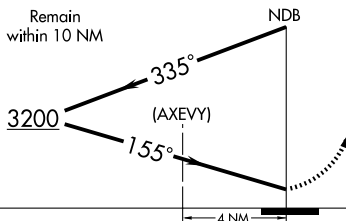
ELEV 1537

TDZE 1537

Z1

155°
to NDB

3000 X 50
↑ 0.4% Up
35

Remain
within 10 NM

3200

ISB
269

CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA
CIRCLING	2160-1	623 (700-1)	2160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA

LIRL Rwy 17-35 0

SHENANDOAH MUNI (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

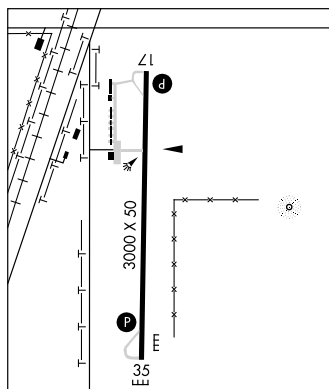
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

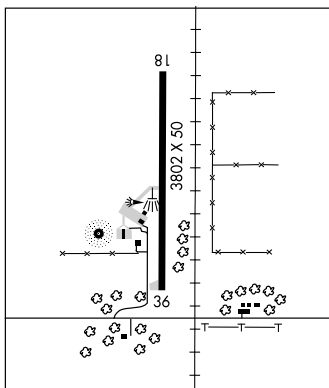
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



NDB SOY 368	APP CRS 181°	Rwy Idg TDZE 1448 Apt Elev 1448
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NDB RWY 18
SIoux CENTER MUNI (SOY)

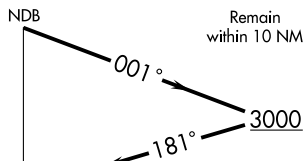
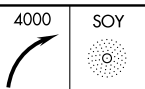
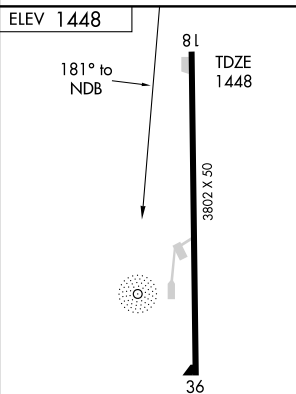
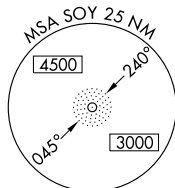
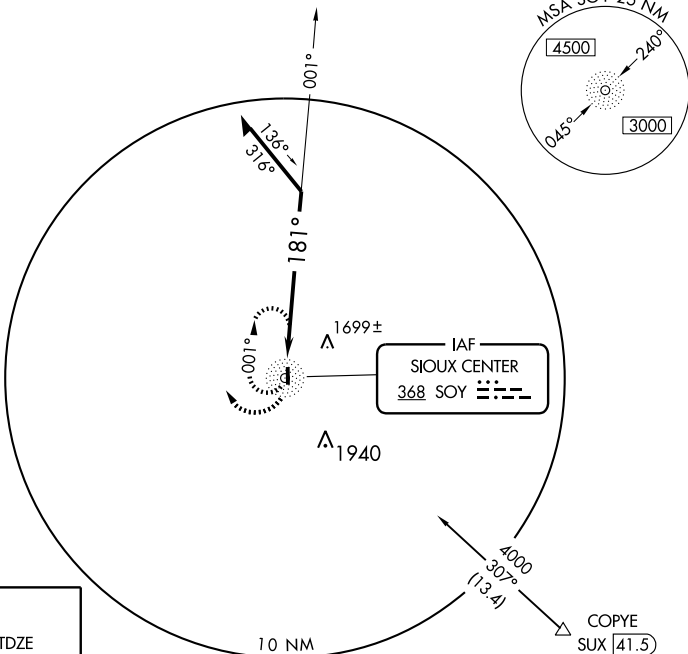
NA Visibility reduction by helicopters NA.
Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and all Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in SOY NDB holding pattern.

ORANGE CITY AWOS-3
127.825

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-18	2080-1	632 (700-1)	2080-1¾ 632 (700-1¾)	NA
CIRCLING	2080-1	632 (700-1)	2080-1¾ 632 (700-1¾)	NA

MIRL Rwy 18-36 **0**

SIoux CENTER, IOWA
Amdt 5 03JUN10

43°08'N-96°11'W

SIoux CENTER MUNI (SOY)
NDB RWY 18

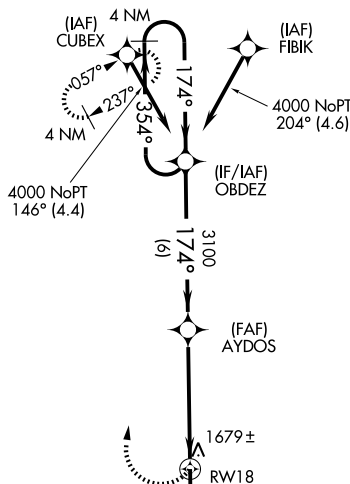
NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS
174°Rwy Idg **3802**
TDZE **1448**
Apt Elev **1448****RNAV (GPS) RWY 18**
SIOUX CENTER MUNI (SOY)

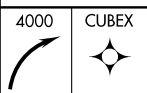
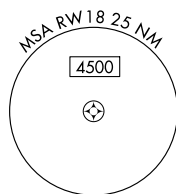
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△NA Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct CUBEX and hold.

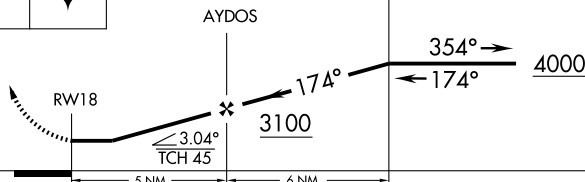
ORANGE CITY AWOS-3
127.825MINNEAPOLIS CENTER
124.1 269.0UNICOM
122.8 (CTAF) 0ELEV **1448**174° to
RW1881
TDZE
144850
3802 X 2080

36

A 1940



OBDEZ 4 Minute Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1960-1	512 (600-1)	1960-1½ 512 (600-1½)	NA
CIRCLING	2020-1	572 (600-1)	2040-1½ 592 (600-1½)	NA

MIRL Rwy 18-36 0

SIOUX CENTER, IOWA
Orig 03JUN10

43°08'N - 96°11'W

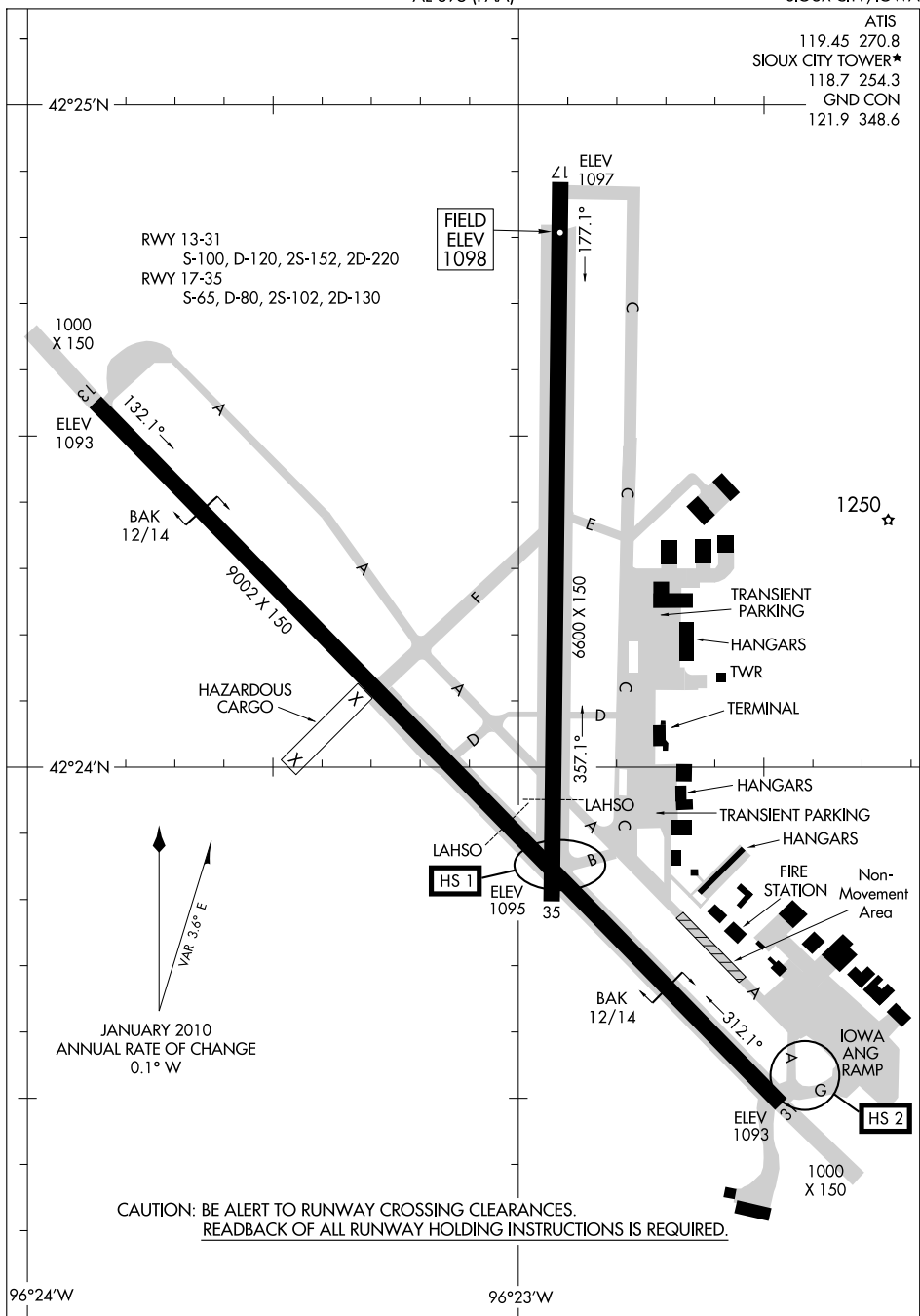
RNAV (GPS) RWY 18

AIRPORT DIAGRAM

AL-395 (FAA)

SIoux CITY, IOWA

NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)
 SIoux CITY, IOWA

SIoux CITY N42°20.67' W96°19.42' NOTAM FILE SUX

(L) **VORTAC** 116.5 SUX Chan 112 313° 4.4 NM to Sioux Gateway/Col Bud Day Fld. 1087/9E. **HIWAS.** L-121

OMAHA

VOR unusable:

280°–292° byd 25 NM

306°–350° byd 20 NM blo 3,000'

293°–305° byd 20 NM blo 4,500'

350°–280° byd 30 NM blo 3,000'

293°–305° byd 35 NM

RCO 122.45 122.1R 116.5T (FORT DODGE RADIO)

SIoux CITY

SIoux GATEWAY/COL BUD DAY FLD (SUX) 6 S UTC–6(–5DT) N42°24.16' W96°23.06'

OMAHA

1098 B S4 **FUEL** 100LL, 115, JET A OX 1, 2, 3, 4 Class I, ARFF Index—See Remarks

H–5C, L–121

IAP, AD

NOTAM FILE SUX

Rwy 13–31: H9002X150 (CONC–GRVD) S–100, D–120, 2S–152,

2D–220 HIRL

Rwy 13: MALS. VASI(V4L)—GA 3.0° TCH 49'. Tree.

Rwy 31: MALSR. VASI(V4L)—GA 3.0° TCH 50'.

Rwy 17–35: H6600150 (ASPH–PFC) S–65, D–80, 2S–102, 2D–130

MIRL

Rwy 17: REIL. VASI(V4R)—GA 3.0° TCH 50'. Trees.

Rwy 35: PAPI(P4L)—GA 3.0° TCH 54'. Pole.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 13	17–35	5400
Rwy 17	13–31	5650

ARRESTING GEAR/SYSTEM

Rwy 13 ←BAK–14 BAK–12B(B) (1392')

BAK–14 BAK–12B(B) (1492') →**Rwy 31**

AIRPORT REMARKS: Attended continuously. PAEW 0330–1200Z during inclement weather Nov–Apr. AER 31–BAK–12/14 located (1492') from thld. Airfield surface conditions not monitored by arpt management between 0600–1000Z daily. Rwy 13–BAK–12/14 located (1392') from thld. All A–gear avbl only during ANG flying ops. Twr has limited visibility southeast of ramp near ARFF bldg and northeast of Rwy 31 touchdown zone. Rwy 31 is calm wind rwy. Class I, ARFF Index B. ARFF Index E fire fighting equipment avbl on request. Twy F unlit, retro–reflective markers in place. Portions of Twy A SE of Twy B not visible by twr and is designated a non–movement area. Rwy 13–31 touchdown and rollout rwy visual range avbl. When twr clsd, ACTIVATE HIRL Rwy 13–31; MIRL Rwy 17–35; MALS Rwy 13; MALSR Rwy 31; and REIL Rwy 17—CTAF.

WEATHER DATA SOURCES: ASOS (712) 255–6474. **HIWAS** 116.5 SUX. **LAWRS.**

COMMUNICATIONS: CTAF 118.7 ATIS 119.45 **UNICOM** 122.95

SIoux CITY RCO 122.45 122.1R 116.5T (FORT DODGE RADIO)

Ⓡ **SIoux CITY APP/DEP CON** 124.6 (1200–0330Z)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.1 (0330–1200Z)

SIoux CITY TOWER 118.7 (1200–0330Z) **GND CON** 121.9

AIRSPACE: CLASS D svc 1200–0330Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 313° 4.4 NM to fld. 1087/9E.

HIWAS.

NDB (MHW) 233 **GAK** N42°24.49' W96°23.16' at fld.

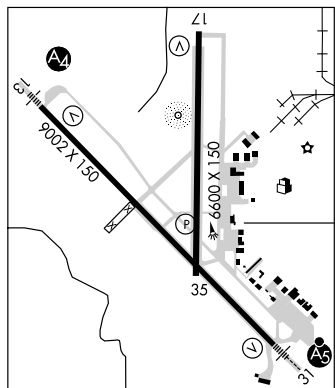
SALIX NDB (MHW/LOM) 414 **SU** N42°19.65' W96°17.42' 310° 6.1 NM to fld. Unmonitored.

TOMMI NDB (MHW/LOM) 305 **OI** N42°27.61' W96°27.73' 128° 4.9 NM to fld. Unmonitored.

ILS 109.3 I–SUX Rwy 31 Class IT. LOM **SALIX NDB.** ILS Unmonitored when twr clsd. Glide path unusable coupled approach (CPD) blo 1805'.

ILS 111.3 I–OIQ Rwy 13 LOM **TOMMI NDB.** Localizer shutdown when twr clsd.

ASR (1200–0330Z)



SNORE N43°13.96' W95°19.66' NOTAM FILE SPW.

OMAHA

NDB (LOM) 394 **SP** 121° 6.8 NM to Spencer Muni.

SOUTHEAST IOWA RGNI (See BURLINGTON)

SIoux CITY, IOWA

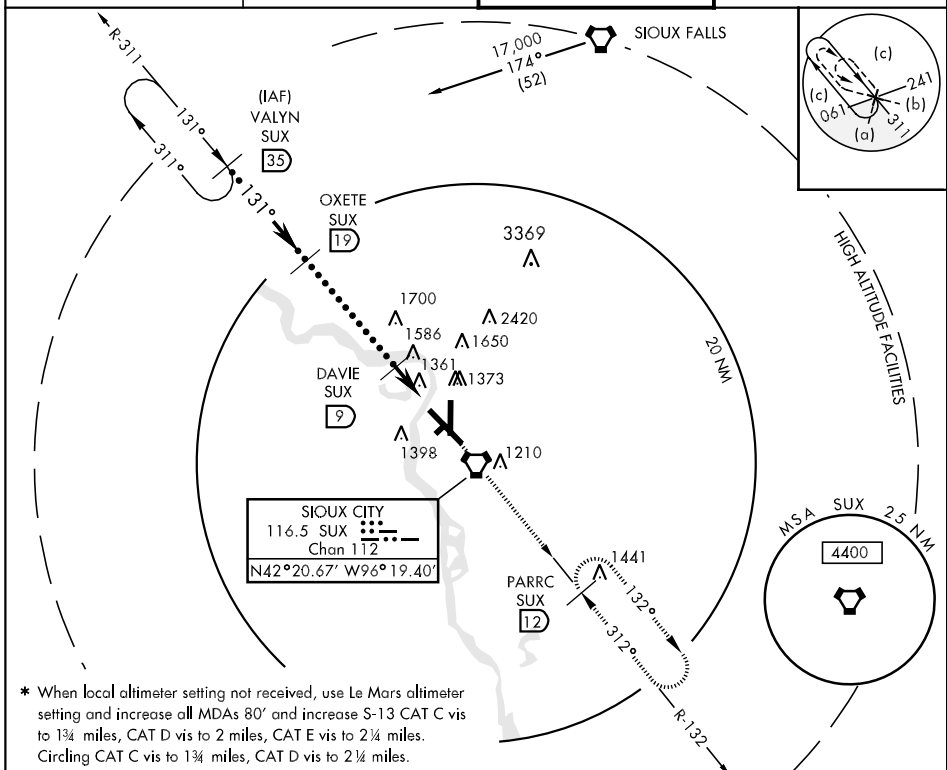
HI-TACAN or VOR/DME RWY 13

VORTAC SUX 116.5 Chan 112	APCH CRS 131°	Rwy Idg 9002 TDZE 1095 Arpt Elev 1098
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JAL-395 [USAF]
SIoux CITY/SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

T	MALS	MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.
	A4	

ATIS 119.45 277.2	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 0 (CTAF) 254.3	GND CON 121.9 348.6
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EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

VALYN 17,000 35		OXETE 3500 19		DAVIE 2600 9		PARRC SUX 12	
VDP NA when using Le Mars altimeter setting				VGSI and descent angles not coincident			
				3.51° TCH 49		VORTAC	
				3.9 NM			
CATEGORY	C		D		E		
S-13 *	1620-1½ 525 (600-1½)		1620-1¾ 525 (600-1¾)		2000-3 902 (1000-3)		
CIRCLING *	1660-1½ 562 (600-1½)		1680-2 582 (600-2)		2000-3 902 (1000-3)		

131° 3.9 NM from FAF

1171±

TDZE 1095

1000 x 150

1152±

1249

1199

1144±

SIoux CITY, IOWA 42° 24' N-96° 23' W SIoux CITY/SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

HI-TACAN or VOR/DME RWY 13

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

SIoux CITY, IOWA

HI-TACAN or VOR/DME RWY 31

VORTAC SUX 116.5 Chan 112	APCH CRS 312°	Rwy ldg TDZE 1096 Arpt Elev 1098
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JAL-395 [USAF]

SIoux CITY/ SIoux GATEWAY/ COL. BUD DAY FIELD (KSUX)

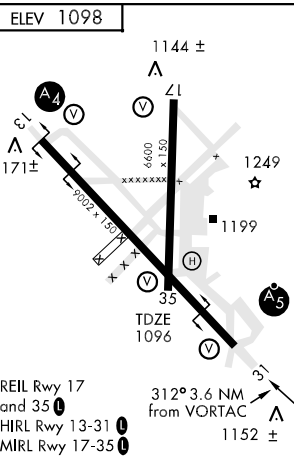
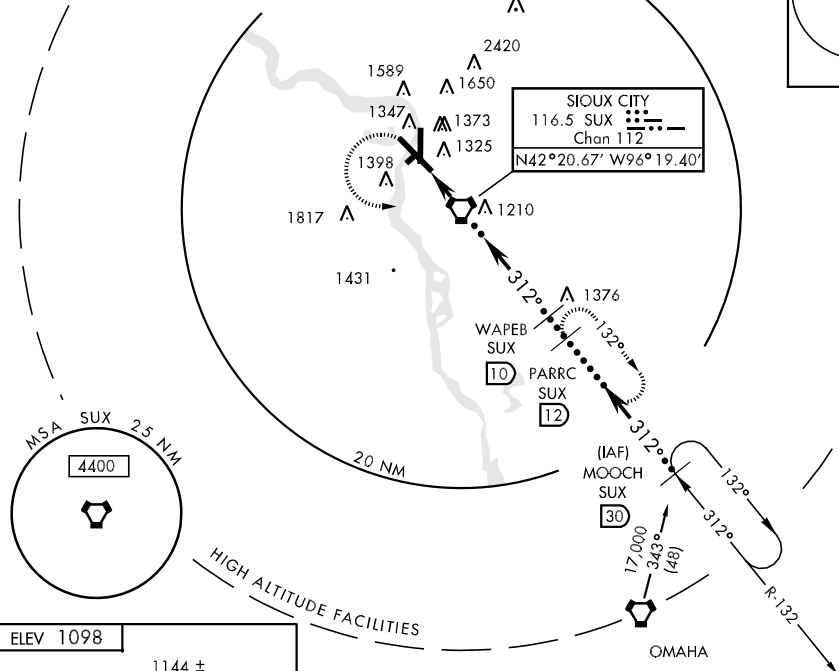
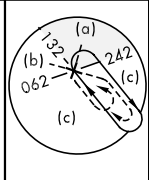
✚ * When ALS inop, increase CAT E vis to 1¾ miles.



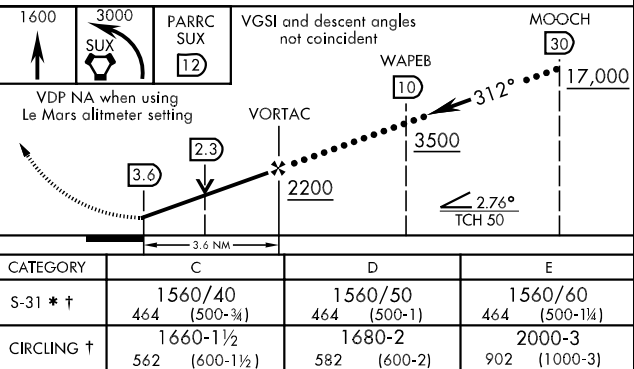
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS 119.45 277.2	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 0 (CTAF) 254.3	GND CON 121.9 348.6
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† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.



EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



SIoux CITY, IOWA
Amdt 4 08353

42° 24' N-96° 23' W

SIoux CITY/ SIoux GATEWAY/ COL. BUD DAY FIELD (KSUX)

HI-TACAN or VOR/DME RWY 31

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

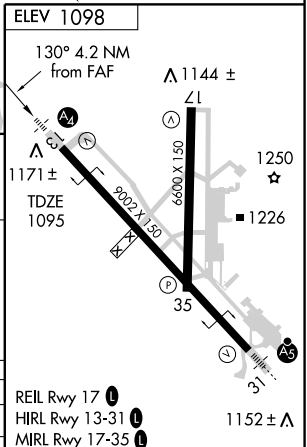
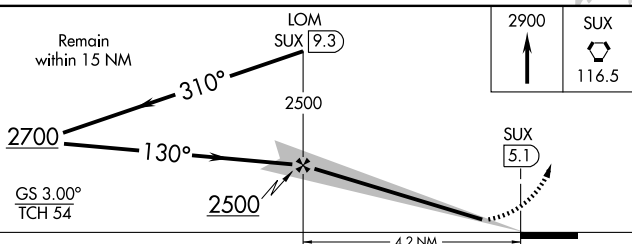
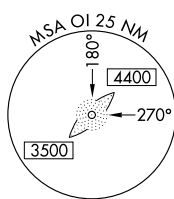
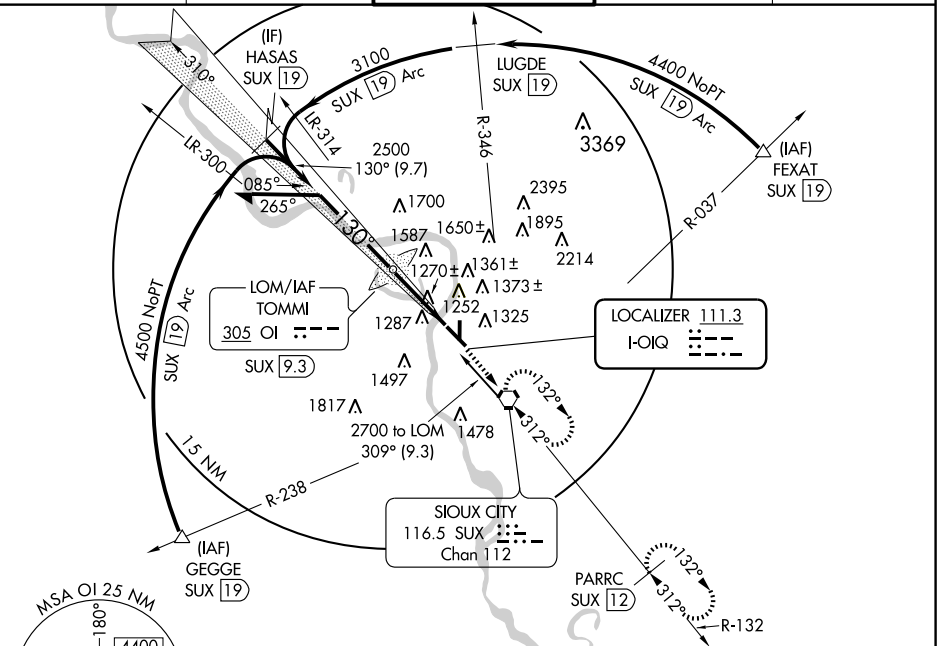
LOC I-OIQ 111.3	APP CRS 130°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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T
A Inoperative table does not apply to S-LOC 13 Cat C.

MALS
A2

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 13	1295-¾ 200 (200-¾)				
S-LOC 13	1580-¾ 485 (500-¾)	1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)	1580-2 485 (500-2)
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LOC I-SUX	APP CRS	Rwy Idg	9002
<u>109.3</u>	310°	TDZE	1096
		Apt Elev	1098

ILS or LOC RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



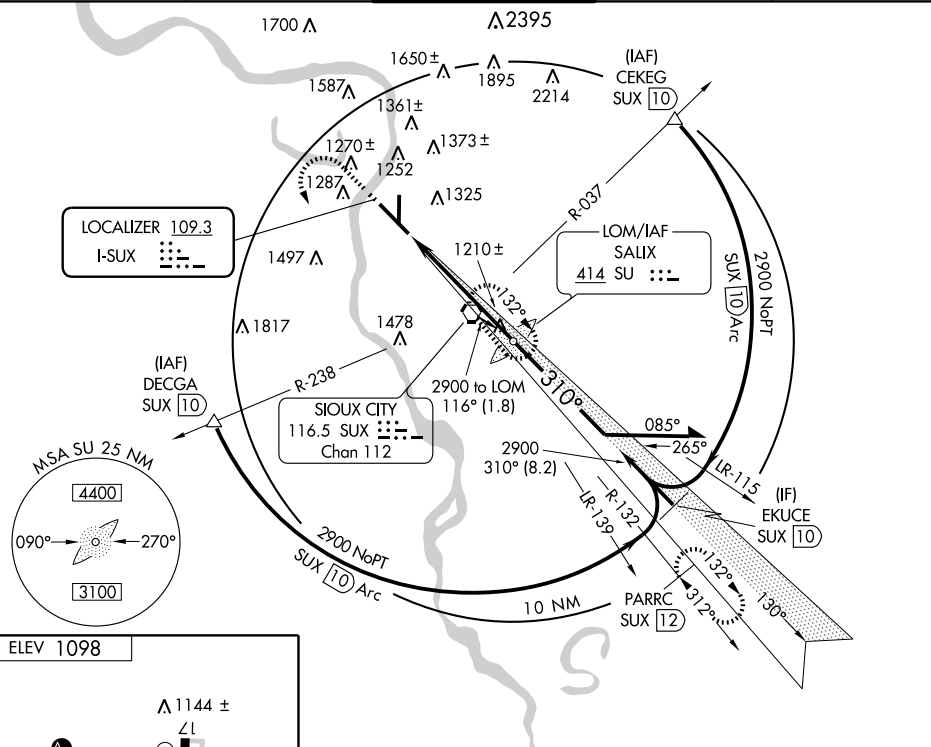
MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS
119.45 270.8

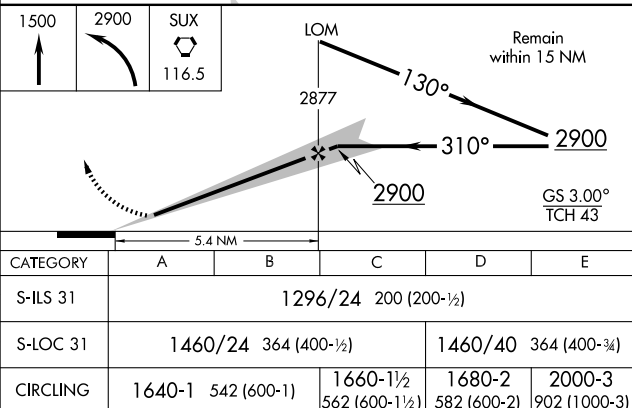
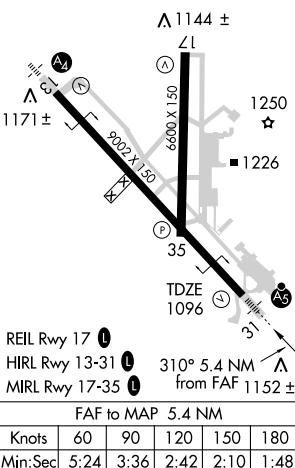
SIoux CITY APP CON
124.6 307.0

SIOUX CITY TOWER ★
 118.7 (CTAF) ● 254.3

GND CON
121.9 348.6

UNICOM
122.95

ELEV 1098



SIoux CITY, IOWA

Amdt 24E 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

42°24'N-96°23'W

ILS or LOC RWY 31

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO COLUMBIA RGNL (COU)	02 13	13-31 02-20	6,050 feet 3,500 feet
DES MOINES, IA DES MOINES INTL (DSM)	05 13	13-31 05-23	6,350 feet 5,950 feet
DUBUQUE, IA DUBUQUE RGNL (DBQ)	31 36	18-36 13-31	4,800 feet 4,900 feet
JOPLIN, MO JOPLIN RGNL (JLN)	13 18	18-36 13-31	3,250 feet 4,900 feet
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13 17	17-35 13-31	5,400 feet 5,650 feet
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	14 20	02-20 14-32	6,200 feet 4,550 feet
WATERLOO, IA WATERLOO RGNL (ALO)	06 12 18 24 30 36	12-30 06-24 06-24 18-36 18-36 12-30	3,900 feet 6,100 feet 4,850 feet 3,950 feet 4,800 feet 3,650 feet

NDB RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

LOM OI 305	APP CRS 130°	Rwy Idg TDZE Apt Elev	9002 1093 1098
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NA Cat C inoperative table does not apply.

MALS
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MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

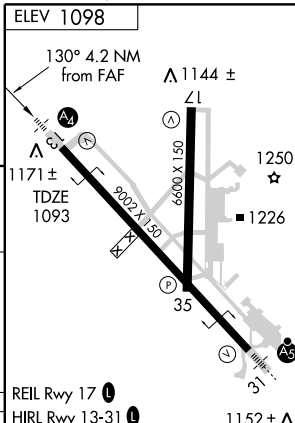
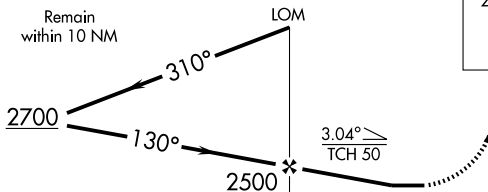
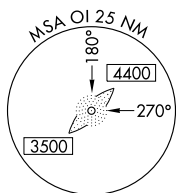
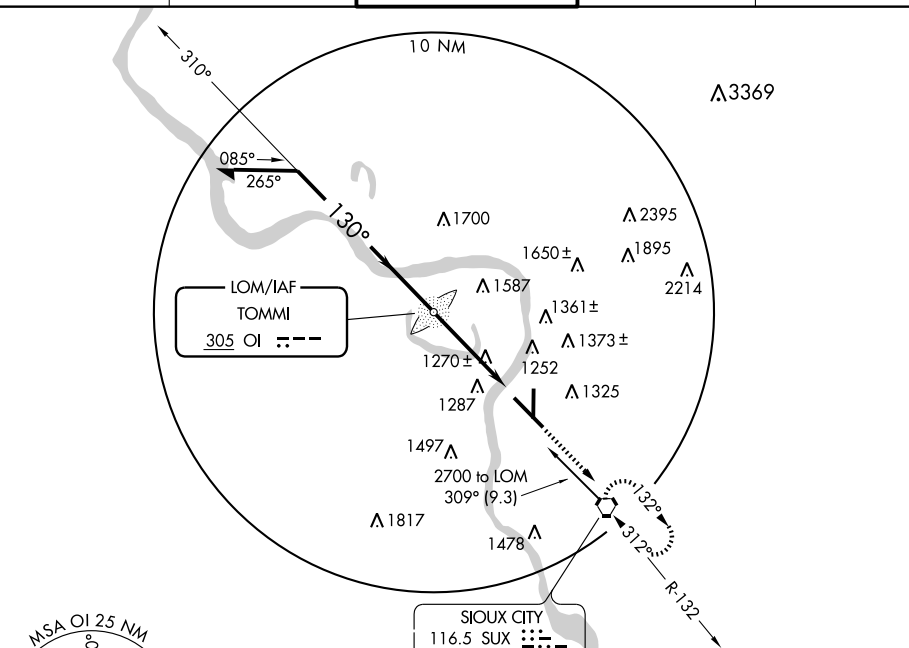
ATIS
119.45 270.8

SIOUX CITY APP CON
124.6 307.0

SIOUX CITY TOWER★
118.7 (CTAF) 254.3

GND CON
121.9 348.6

UNICOM
122.95



REIL Rwy 17
HIRL Rwy 13-31
MIRL Rwy 17-35

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB GAK	APP CRS	Rwy Idg	6600
<u>233</u>	180°	TDZE	1098
		Apt Elev	1098

NDB RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



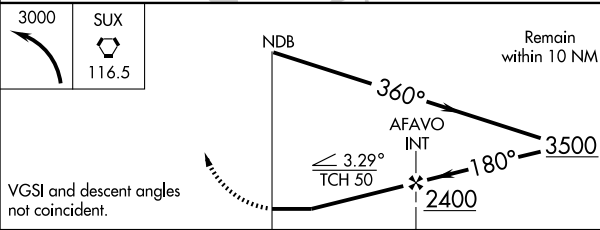
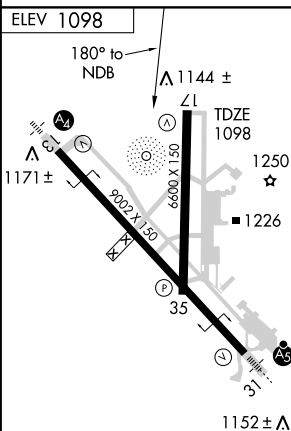
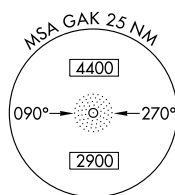
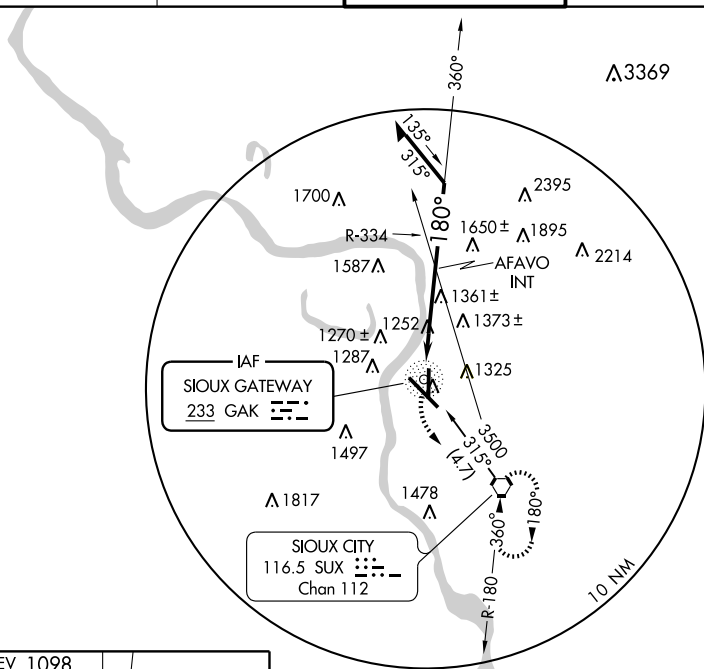
MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS
119.45 270.8

SIoux CITY APP CON
124.6 307.0

SIOUX CITY TOWER ★
 118.7 (CTAF) **L** 254.3

GND CON
121.9 348.6

UNICOM
122.95

CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	1760-2 662 (700-2)

REIL Rwy 17 **L**
HIRL Rwy 13-31 **L**
MIRL Rwy 17-35 **L**

SIoux CITY, IOWA
Amdt 1 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

42°24'N-96°23'W

NDB RWY 17

NC-3. 23 SEP 2010 to 21 OCT 2010

LOM SU	APP CRS	Rwy Idg	9002
<u>414</u>	310°	TDZE	1095
		Apt Elev	1098

NDB RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



NA



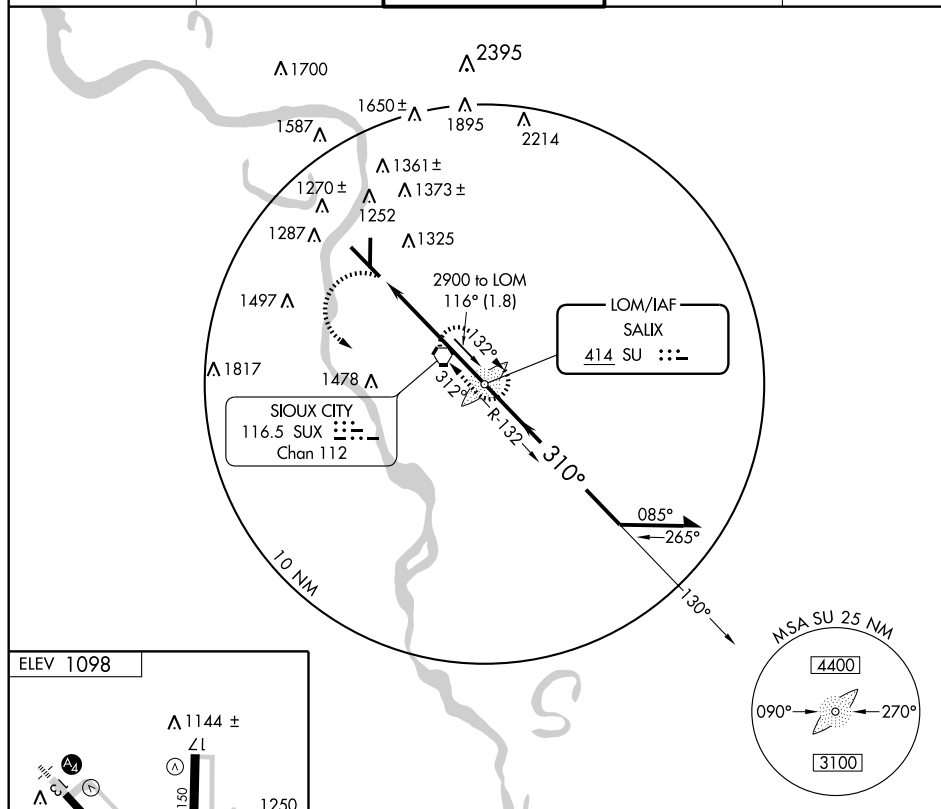
MISSED APPROACH: Climbing left turn to 2900 direct
SUX VORTAC and hold.

ATIS
119.45 270.8

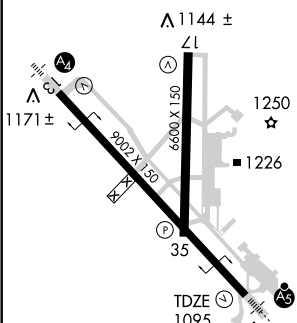
SIoux CITY APP CON
124.6 307.0

SIOUX CITY TOWER★
118.7 (CTAF) **L** 254.3

GND CON
121.9 348.6

UNICOM
122.95

ELEV 1098

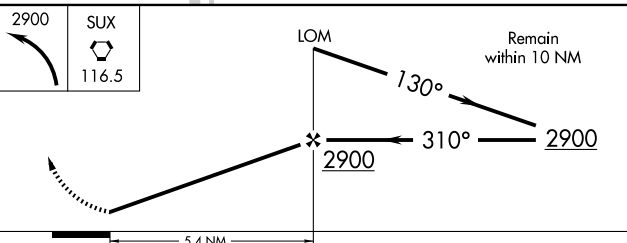


REIL Rwy 17 **L**
HIRL Rwy 13-31 **L**
MIRL Rwy 17-35 **L**

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SIoux CITY, IOWA

Amdt 23B 10210



CATEGORY	A	B	C	D
S-31	1620/40	525 (600-34)	1620/50 525 (600-1)	1620-1½ 525 (600-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

42°24'N-96°23'W

NDB RWY 31

NDB GAK 233	APP CRS 344°	Rwy Idg TDZE Apt Elev	6600 1096 1098
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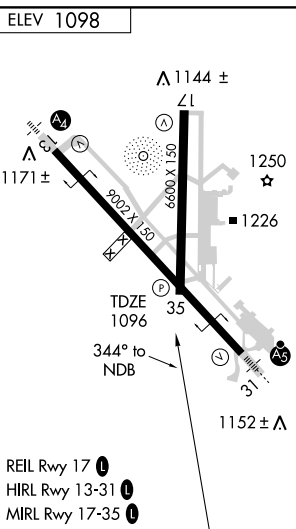
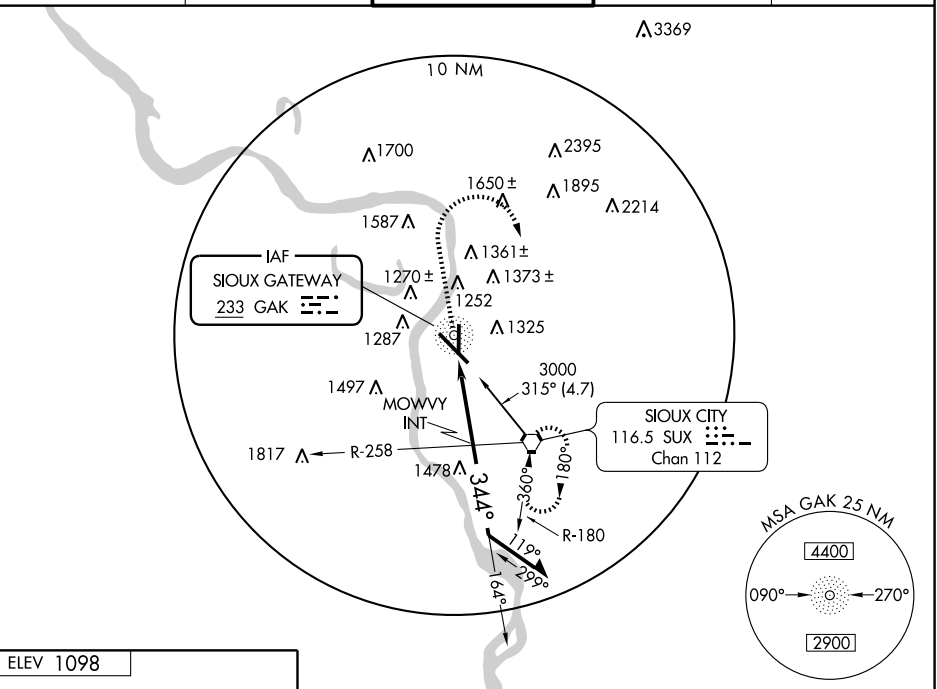
NDB RWY 35

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)



MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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1800	3000	SUX 116.5	<p>Remain within 10 NM</p> <p>164°</p> <p>MOWVY INT</p> <p>3000</p> <p>344°</p> <p>2200</p> <p>3.02° TCH 53</p> <p>4 NM</p>	
CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3	1104 (1200-3)
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3	1102 (1200-3)
MOWVY FIX MINIMUMS				
S-35	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

APP CRS **175°**
Rwy Idg **6600**
TDZE **1098**
Apt Elev **1098**

RNAV (GPS) RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

- ▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS
119.45 270.8

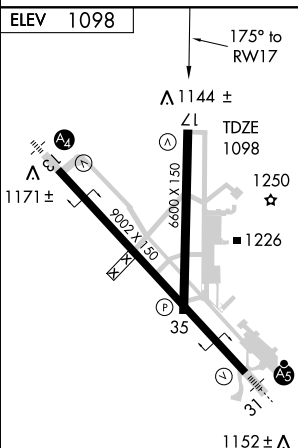
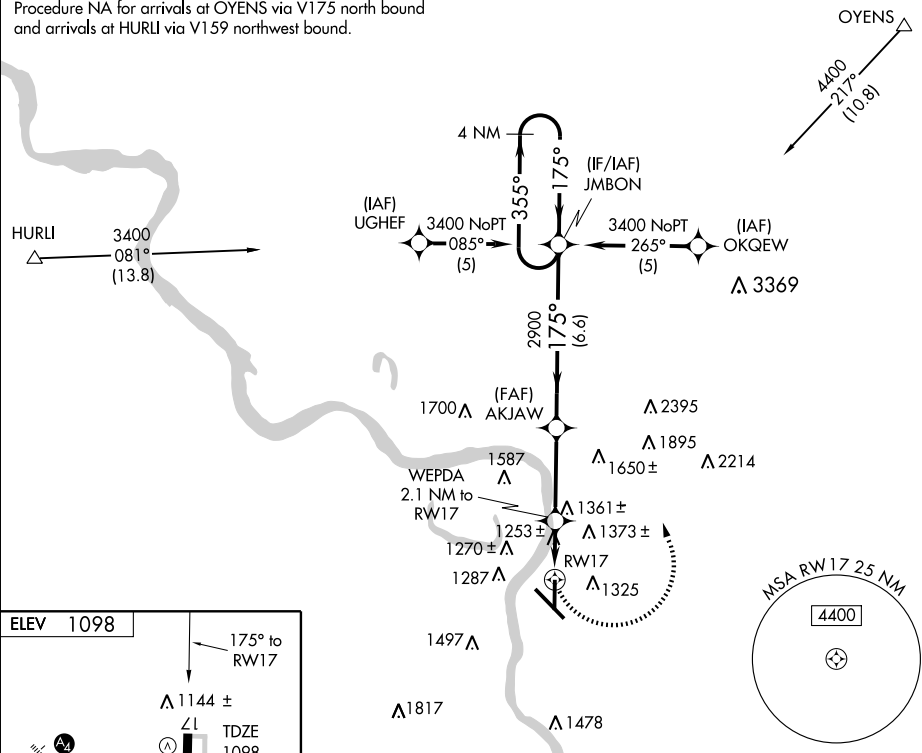
SIOUX CITY APP CON
124.6 307.0

SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3

GND CON
121.9 348.6

UNICOM
122.95

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.



REIL Rwy 17
HIRL Rwy 13-31
MIRL Rwy 17-35

4400 JMBON VGSI and descent angles not coincident. 4 NM Holding Pattern				
WEPDA 2.1 NM to RW17 1880 175° 355° 3400 175°				
RW17 2.1 NM 3.3 NM 6.6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

WAAS CH 90211 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	9002 1096 1098
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RNAV (GPS) RWY 31

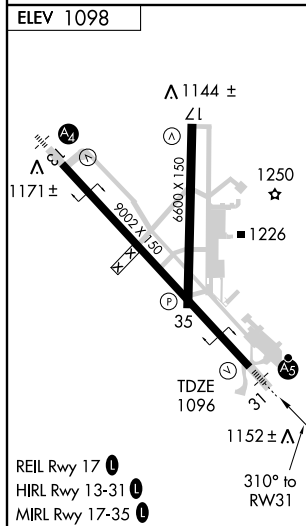
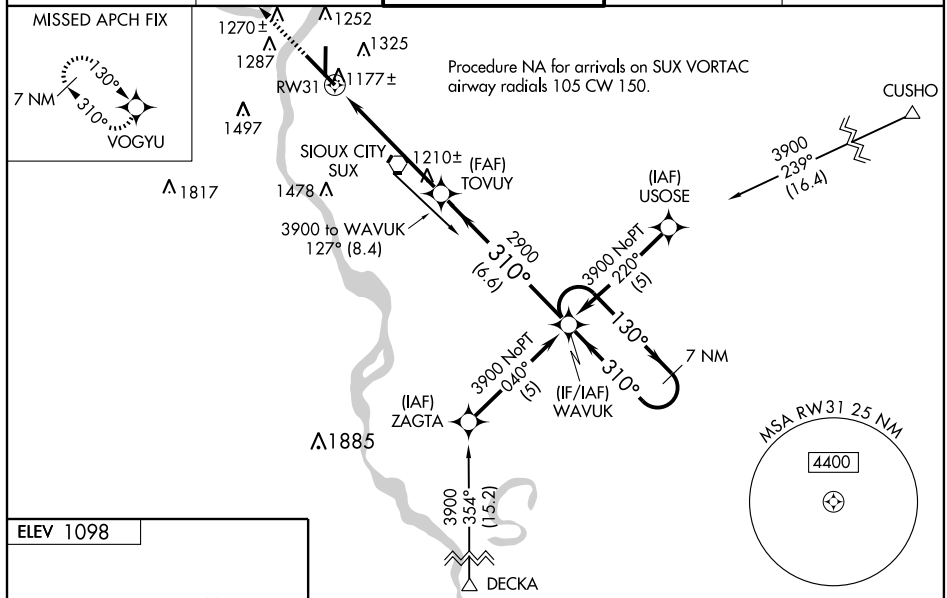
SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)




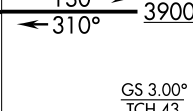
▼ Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
 For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.
 For inoperative MALSR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.



MISSED APPROACH:
Climb to 3500 direct VOGYU and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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3500 ↑	VOGYU 	VGSI and RNAV glidepath not coincident.			WAVUK	7 NM Holding Pattern
		TOVUY				
						
		5.5 NM		6.6 NM		
CATEGORY	A	B	C	D	E	
LPV DA	1296/24 200 (200-½)					
LNAV/VNAV DA	1507/50 411 (500-1)					
LNAV MDA	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)	1560/60 464 (500-1½)	
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	2000-3 902 (1000-3)	

VORTAC SUX
116.5
Chan 112

APP CRS
131°

Rwy Idg
TDZE
Apt Elev

9002
1095
1098

VOR/DME or TACAN RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

MALS
A5

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

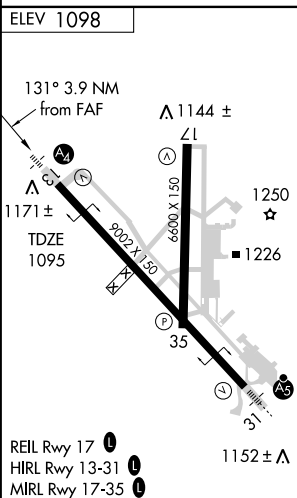
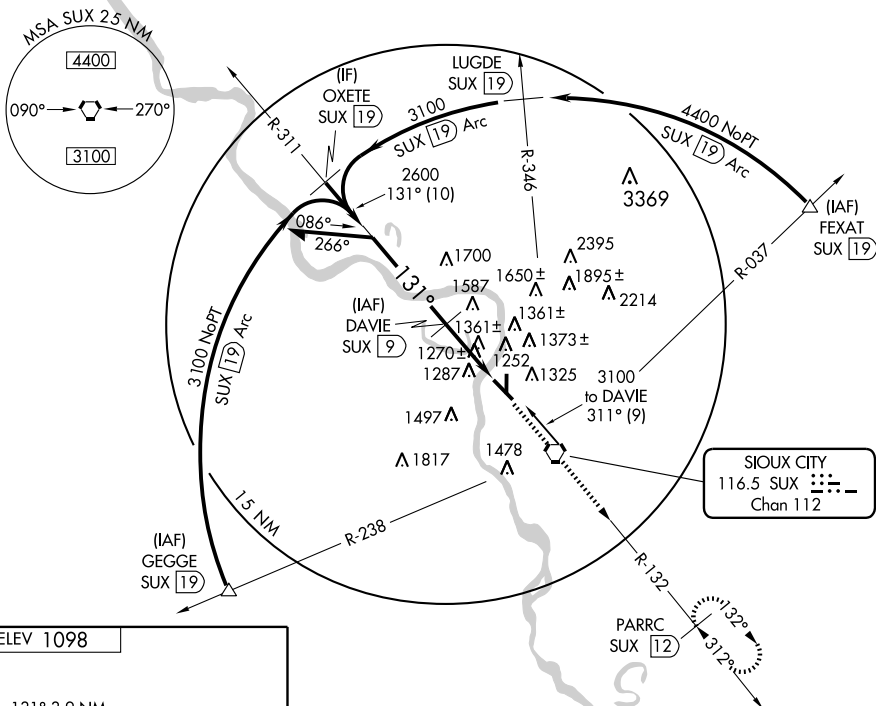
ATIS
119.45 270.8

SIoux CITY APP CON
124.6 307.0

SIoux CITY TOWER ★
118.7 (CTAF) 0 254.3

GND CON
121.9 348.6

UNICOM
122.95



REIL Rwy 17
HIRL Rwy 13-31
MIRL Rwy 17-35

Remain within 15 NM		DAVIE SUX [9]	3000	SUX 116.5	SUX R-132 116.5	PARRC SUX [12]
3100		311°	3100	3100	3100	3100
131°		131°	131°	131°	131°	131°
VGS1 and descent angles not coincident.		2600	3.51° TCH 49	SUX 6.6	SUX 5.1	
			2.4 NM	1.5		
CATEGORY	A	B	C	D	E	
S-13	1620/40 525 (600-34)	1620-1 1/2 525 (600-1 1/2)	1620-1 3/4 525 (600-1 3/4)	1680-2	2000-3	
CIRCLING	1640-1 542 (600-1)	1660-1 1/2 562 (600-1 1/2)	1680-2 582 (600-2)	902 (1000-3)		

VORTAC SUX 116.5 Chan 112	APP CRS 312°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098
---	------------------------	---

VOR or TACAN RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

- T** When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1 ½ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

MALSR



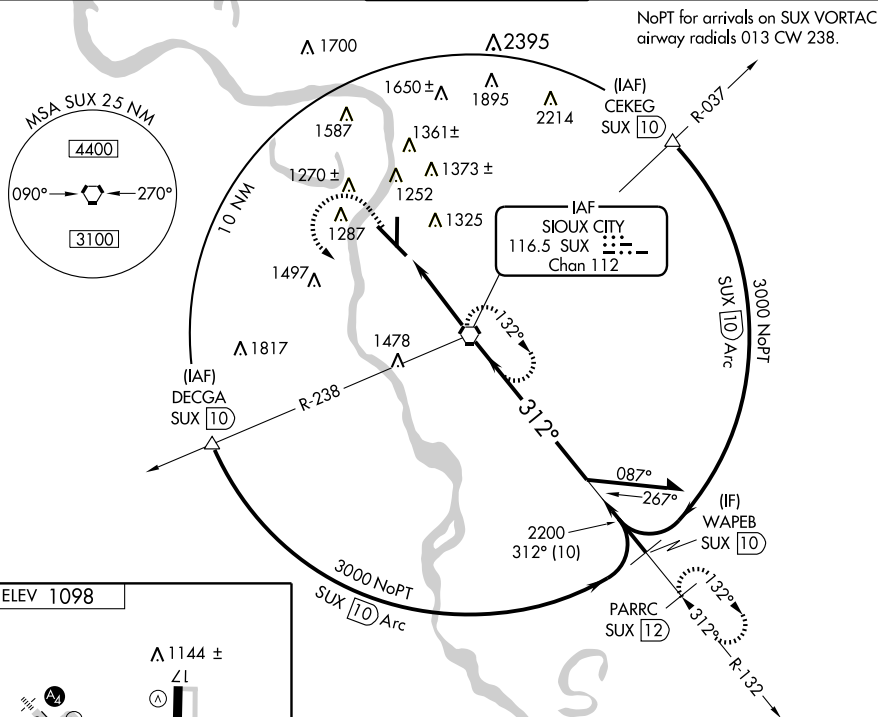
MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS
119.45 270.8

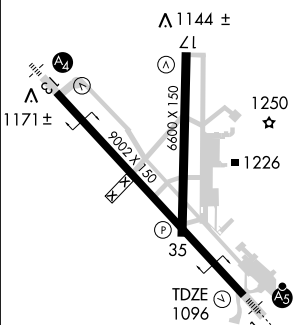
SIoux CITY APP CON
124.6 307.0

SIOUX CITY TOWER ★
 118.7 (CTAF) **L** 254.3

GND CON
121.9 348.6

UNICOM
122.95

ELEV	1098
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REIL Rwy 17 **L**
HIRL Rwy 13-31 **L**
MIRL Rwy 17-35 **L**

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SIoux CITY, IOWA

42°24'N-96°23'W

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

VOR or TACAN RWY 31

SPENCER MUNI (SPW) 3 NW UTC-6(-5DT) N43°09.93' W95°12.17'1339 B S4 **FUEL** 100LL, JET A NOTAM FILE SPW**RWY 12-30:** H6000X100 (CONC) S-30, D-50 MIRL**RWY 12:** MALSR. VASI(V2L)—GA 3.0° TCH 47'.**RWY 30:** REIL. VASI(V2L)—GA 3.0° TCH 27'. Thld dspcd 500'. Road.**RWY 18-36:** H5100X75 (CONC) S-30, D-50 MIRL**RWY 18:** REIL. PAPI(P4L)—GA 3.0°.**RWY 36:** REIL. PAPI(P4L)—GA 3.0°. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat-Sun 1400-2300Z†. For attendant after hrs call 712-262-1002. Ultralight activity on and invof arpt. Waterfowl invof arpt. Rwy 12 is calm wind rwy. ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; MALSR Rwy 12; VASI Rwy 12 and Rwy 30; PAPI Rwy 18 and Rwy 36; REIL Rwy 30, Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 126.625 (712) 262-8885.**COMMUNICATIONS:** CTAF/UNICOM 123.0**MINNEAPOLIS CENTER APP/DEP CON** 127.75**RCO** 122.15 (FORT DODGE RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.(L) **VORW/DME** 110.0 SPW Chan 37 N43°09.73' W95°12.06' at fld. 1330/5E.**LITTLE SIOUX NDB (MHW)** 326 LTU N43°07.62' W95°07.96' 302° 3.9 NM to fld. Unmonitored.**SNORE NDB (LOM)** 394 SP N43°13.96' W95°19.66' 121° 6.8 NM to fld.**ILS** 110.9 I-SPW Rwy 12. LOM **SNORE NDB.** ILS unmonitored.

OMAHA

H-5C, L-121

IAP

SPIRIT LAKE MUNI (ØF3) 3 SW UTC-6(-5DT) N43°23.25' W95°08.35'

1434 NOTAM FILE FOD

RWY 16-34: H3015X50 (ASPH) LIRL**RWY 16:** REIL. Trees.**RWY 34:** Tree

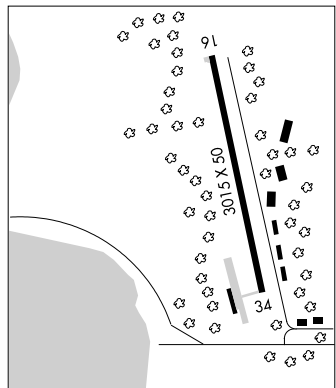
AIRPORT REMARKS: Attended May-Sep irregularly. Rwy 16 REIL pilot controlled lighting OTS indef; REIL on low ints continuously. ACTIVATE REIL Rwy 16—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 006° 13.8 NM to fld. 1330/5E.

OMAHA

L-121



LOC I-SPW **110.9** APP CRS **121°** Rwy Idg **6000**
 TDZE **1339** Apt Elev **1339**

ILS or LOC RWY 12
 SPENCER MUNI (SPW)

NA When local altimeter setting not received, use Estherville altimeter setting and increase DA and all MDA 60 feet, increase S-LOC 12 and Circling Cat D visibility $\frac{1}{4}$ mile. For inoperative MALSR, when using Estherville altimeter setting, increase S-ILS 12 all Cats visibility to 1 mile. ADF or DME required.

MALSR

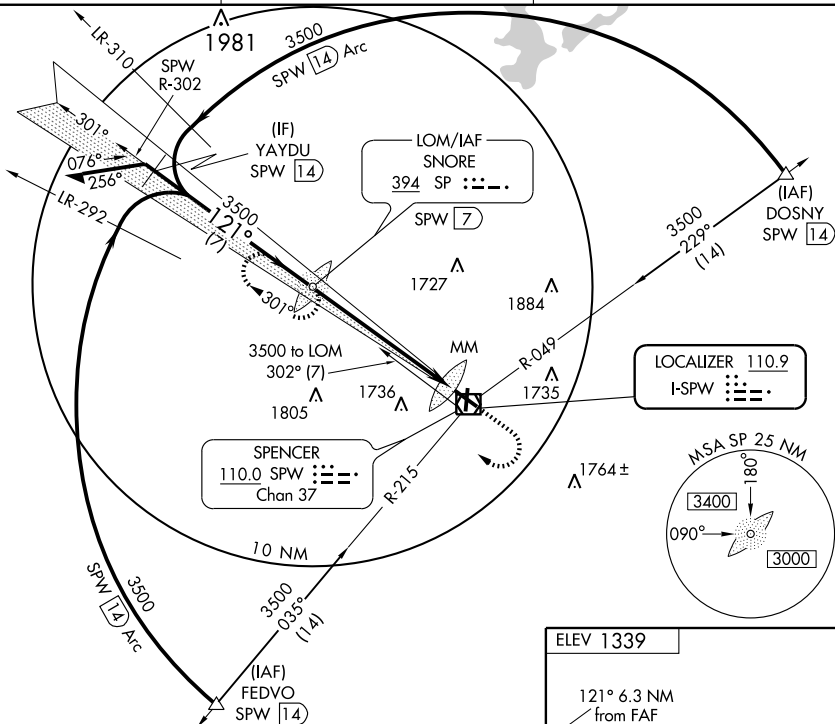


MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW VOR/DME R-302 to SNORE LOM/SPW VOR/DME 7 DME and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0



Remain
 within 10 NM

SNORE LOM
 SPW 7

3500
 VGSI and ILS glide-path not coincident.

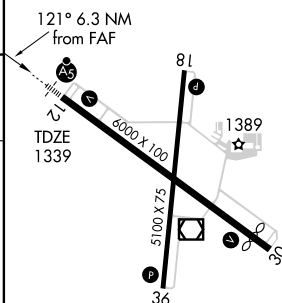
SPW
 SPW R-302



3500
 121°
 GS 3.00°
 TCH 53

3424
 3500
 MM
 SPW 0.7
 5.8 NM
 0.5

ELEV 1339



CATEGORY	A	B	C	D
S-ILS 12	1539- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 12	1760- $\frac{1}{2}$	421 (500- $\frac{1}{2}$)	1760- $\frac{3}{4}$	421 (500- $\frac{3}{4}$)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)	2040-2 $\frac{1}{4}$ 701 (800-2 $\frac{1}{4}$)

REIL Rwy 18, 30 and 36
 MIRL Rwy 12-30 and 18-36

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NDB LTU
326APP CRS
302°Rwy Idg
TDZE **1337**
Apt Elev **1339****NDB RWY 30**
SPENCER MUNI (SPW)

NA

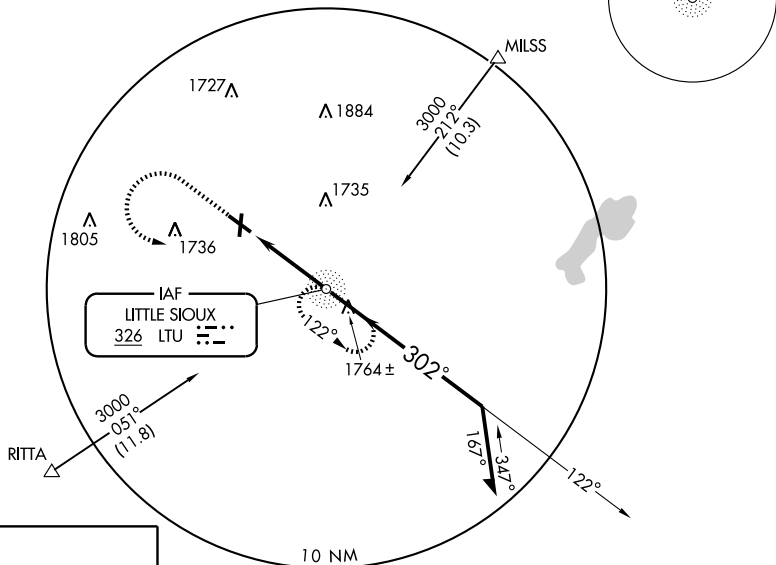
MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

ASOS
126.625MINNEAPOLIS CENTER
127.75 257.7UNICOM
123.0 (CTAF) 0

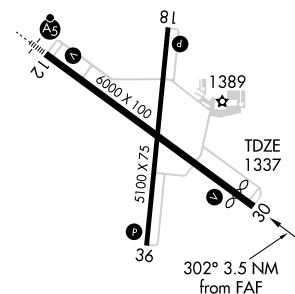
△ 1905±

MSA LTU 25 NM

3200



ELEV 1339

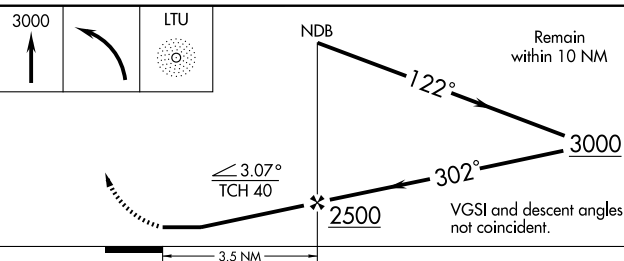


REIL Rwy 18, 30 and 36 0

MIRL Rwy 12-30 and 18-36 0

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-30	1840-1	503 (600-1)	1840-1½	503 (600-1½)
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼
			501 (600-1½)	701 (800-2¼)

SPENCER, IOWA

Amdt 9 10154

43°10'N-95°12'W

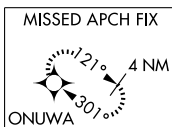
SPENCER MUNI (SPW)

NDB RWY 30

RNAV (GPS) RWY 12

MISSED APPROACH.
Climb to 4000 direct
ONUWA and hold.

UNICOM
123.0 (CTAF) **L**



REIL Rwys 18, 30 and 36 **L**
MIRL Rwys 12-30 and 18-36 **L**

SPENCER MUNI (SPW)
RNAV (GPS) RWY 12

APP CRS
181°

Rwy Idg **5100**
TDZE **1337**
Apt Elev **1339**

RNAV (GPS) RWY 18

SPENCER MUNI (SPW)

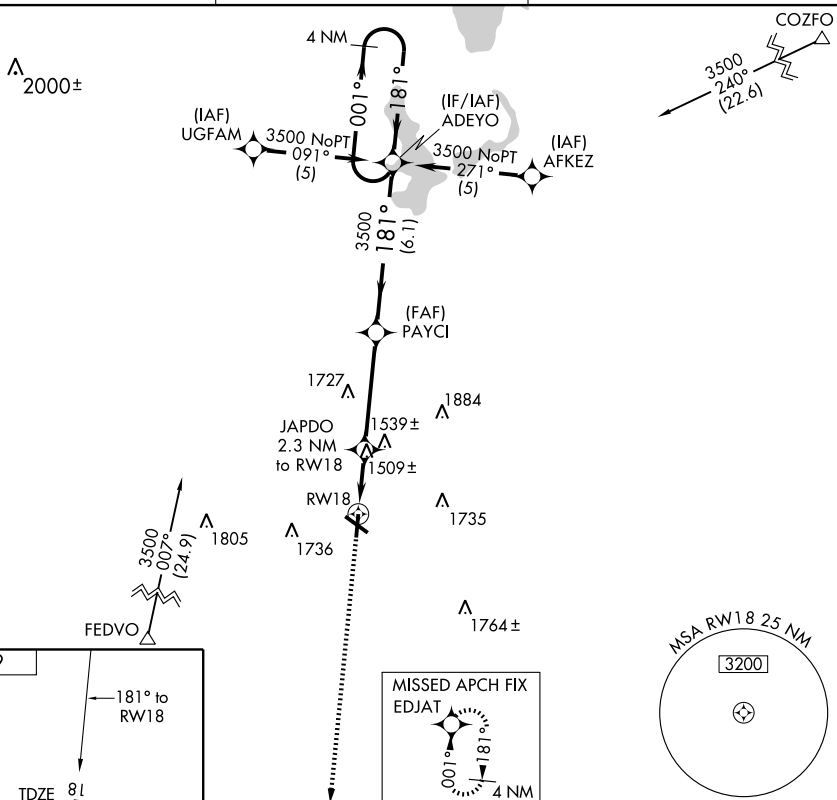
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat D visibility ¼ mile. VDP NA when using Estherville altimeter setting.

MISSED APPROACH: Climb to 3500 direct EDJAT and hold.

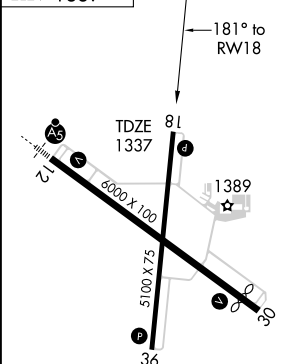
ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0



ELEV 1339



REIL Rwy 18, 30 and 36 **0**
MIRL Rwy 12-30 and 18-36 **0**

3500	EDJAT	JAPDO 2.3 NM to RW18	PAYCI	ADEYO	4 NM Holding Pattern
1.2 NM to RW18	1.1 NM	4.2 NM	6.1 NM		
<div> <div>1.2</div> <div>1.1</div> <div>4.2 NM</div> <div>6.1 NM</div> </div>					
CATEGORY	A	B	C	D	
LNAV MDA	1760-1	423 (500-1)	1760-1¼	423 (500-1¼)	
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)	

APP CRS **301°**
 Rwy Idg **5500**
 TDZE **1337**
 Apt Elev **1339**

RNAV (GPS) RWY 30

SPENCER MUNI (SPW)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. VDP NA with Estherville altimeter setting.

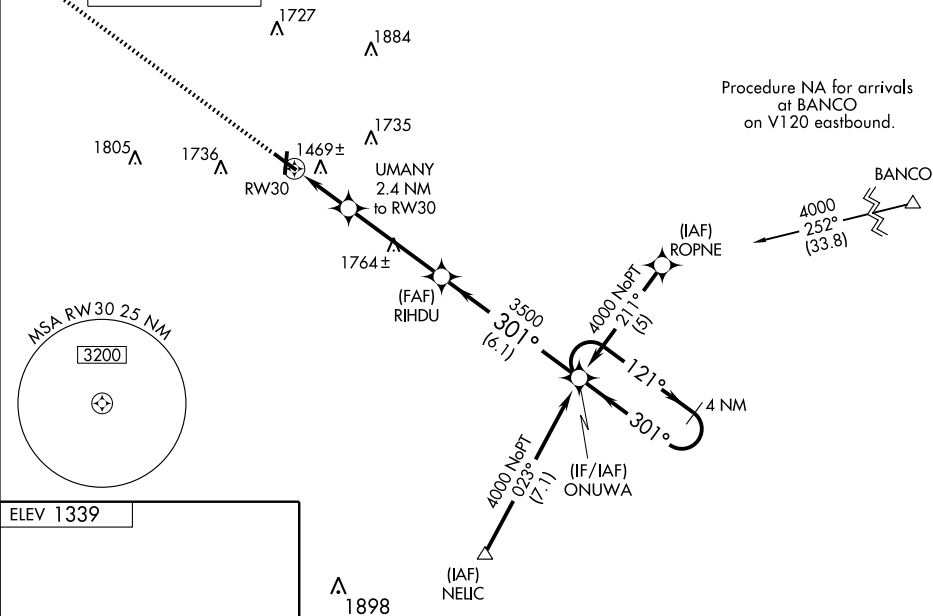
MISSED APPROACH: Climb to 4000 direct YAYDU and hold.

ASOS
126.625

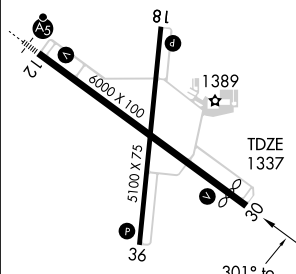
MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0

MISSED APCH FIX



ELEV 1339



REIL Rwy 18, 30 and 36
 MRL Rwy 12-30 and 18-36

4000	YAYDU	RIH DU	ONUWA	4 NM Holding Pattern
↑	★	3.05° TCH 50		
		UMANY 2.4 NM to RW30		
		1.1 NM to RW30		
		2140	3500	
		1.1	1.3	4.1 NM
				6.1 NM
CATEGORY	A	B	C	D
LNAV MDA	1720-1	383 (400-1)	1720-1½	383 (400-1½)
CIRCLING	1780-1	1800-1	1800-1½	2040-2½
	441 (500-1)	461 (500-1)	461 (500-1½)	701 (800-2½)

VGSI and descent angles not coincident.

APP CRS 001°	Rwy ldg 5100
	TDZE 1337
	Apt Elev 1339

RNAV (GPS) RWY 36

SPENCER MUNI (SPW)

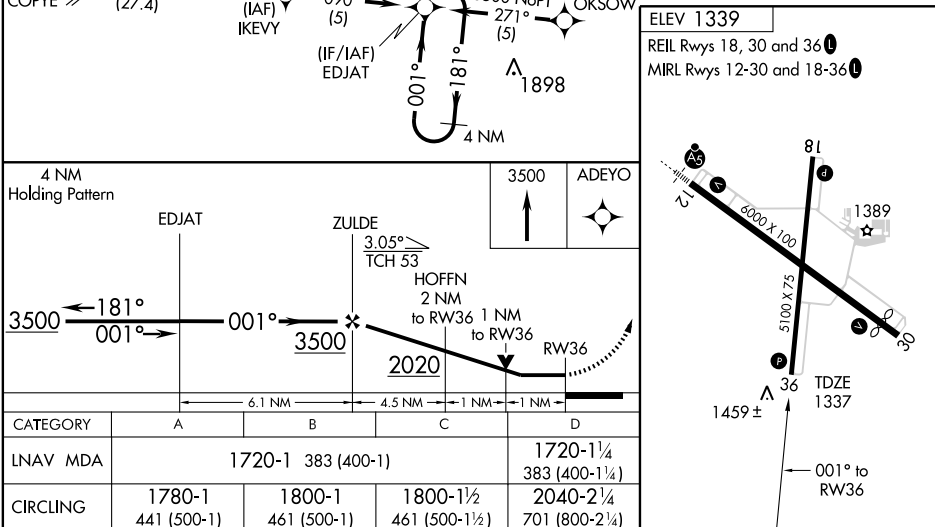
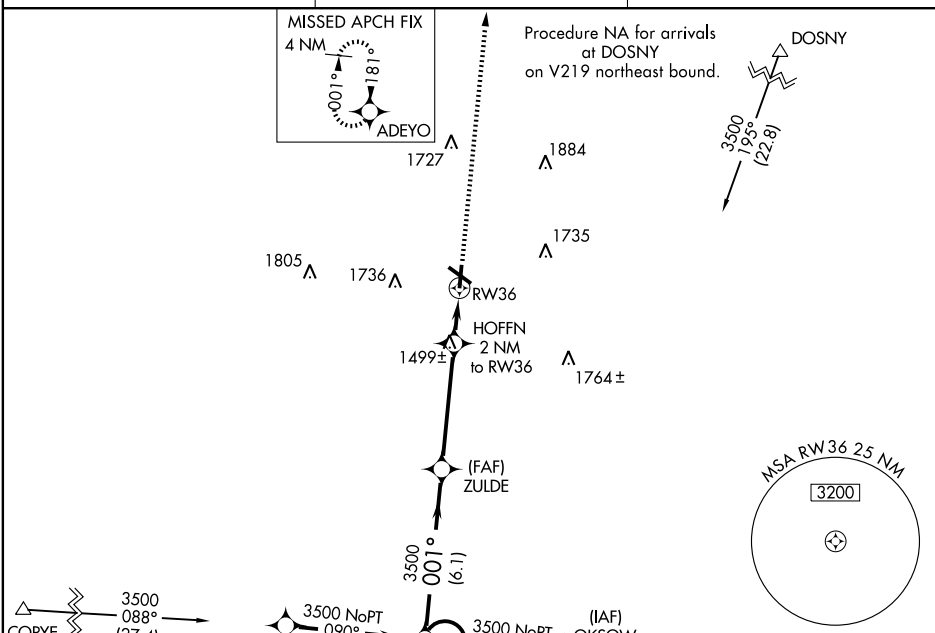
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile and Circling Cat D ¼ mile. VDP NA with Estherville altimeter setting.

MISSED APPROACH:
Climb to 3500 direct ADEYO and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0



VOR/DME SPW 110.0 Chan 37	APP CRS 127°	Rwy Idg TDZE Apt Elev	6000 1339 1339
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VOR RWY 12

SPENCER MUNI (SPW)

When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase S-12 and Circling Cat C and D visibility ¼ mile, NENPE FIX Minimums: Increase Circling Cat D visibility ¼ mile. NENPE FIX Minimums: For inoperative MALSR increase S-12 Cat D visibility to 1¼ mile. VDP NA when using Estherville altimeter setting.

MALSR

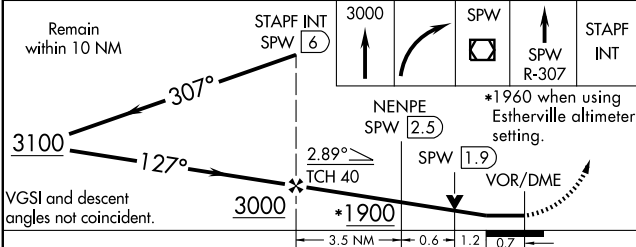
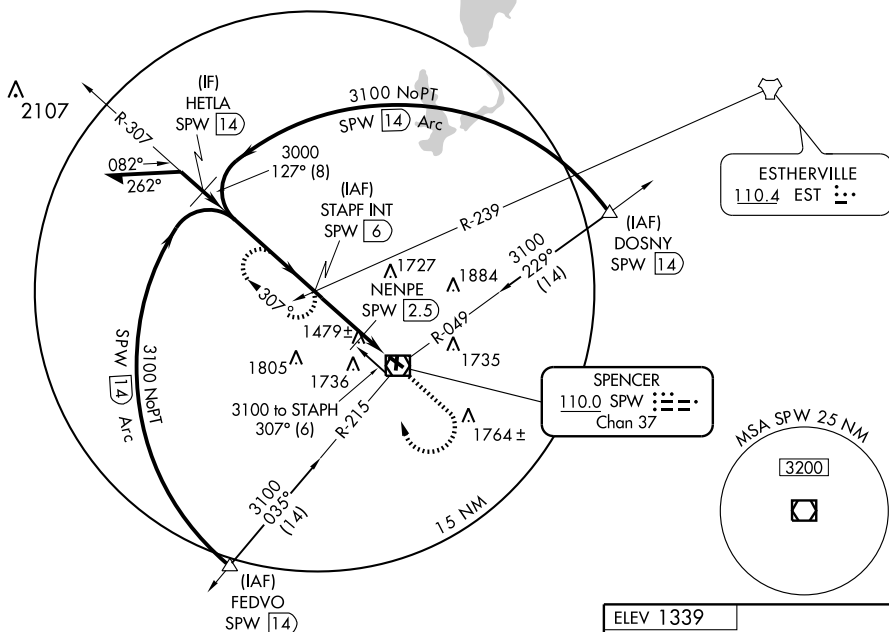


MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW VOR/DME R-307 to STAFF INT/SPW 6 DME and hold.

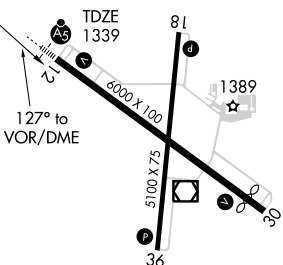
ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-12	1900-½ 561 (600-½)	1900-1 561 (600-1)	1900-1½ 561 (600-1½)	1900-1¼ 561 (600-1¼)
CIRCLING	1900-1 561 (600-1)	1900-1½ 561 (600-1½)	2040-2¼ 701 (800-2¼)	2040-2¼ 701 (800-2¼)
NENPE FIX MINIMUMS				
S-12	1740-½ 401 (500-½)	1740-¾ 401 (500-¾)	1740-1 401 (500-1)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	1800-1½ 461 (500-1½)



REIL Rwy 18, 30 and 36
MRL Rwy 12-30 and 18-36

VOR/DME SPW <u>110.0</u> Chan 37	APP CRS 292°	Rwy Idg 5500 TDZE 1337 Apt Elev 1339
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VOR RWY 30
SPENCER MUNI (SPW)

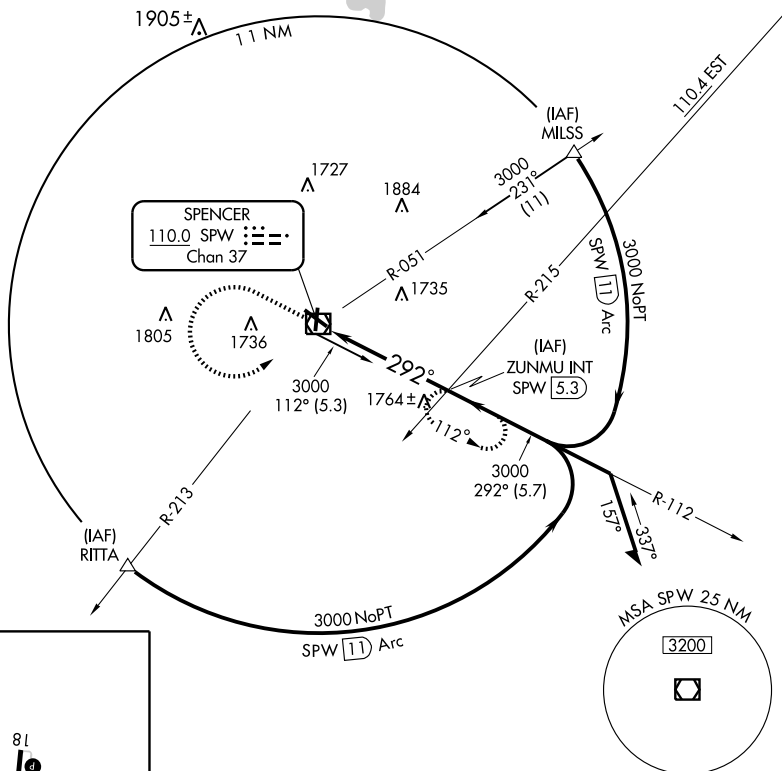
**T
A**

MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/SPW 5.3 DME and hold.

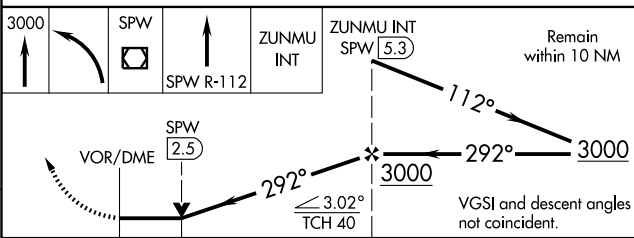
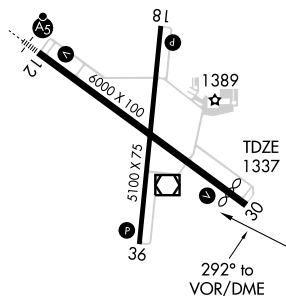
ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) **L**



ELEV 1339



CATEGORY	A	B	C	D
S-30	2080-1 743 (800-1)	2080-1¼ 743 (800-1¼)	2080-2¼ 743 (800-2¼)	2080-2½ 743 (800-2½)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2080-2¼ 741 (800-2¼)	2080-2½ 741 (800-2½)

SPENCER, IOWA
Amdt 3A 11MAR10

SPENCER MUNI (SPW)
VOR RWY 30

43°10'N-95°12'W

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

STORM LAKE MUNI (SLB) 3 SW UTC-6(-5DT) N42°35.84' W95°14.44'

1488 B S4 FUEL 100, JET A NOTAM FILE SLB

RWY 17-35: H5000X75 (CONC) S-30, D-38 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 27'.

RWY 13-31: H3034X50 (CONC) S-4 MIRL 0.4% up NW

RWY 13: Thld dsplcd 172'. Road.

RWY 06-24: 1855X90 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For attendant after hours call 712-732-6301. Rwy 06-24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06-24 marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and Rwy 17-35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (712) 732-2301.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

GCO 121.725 (FORT DODGE FSS) OTS indef.

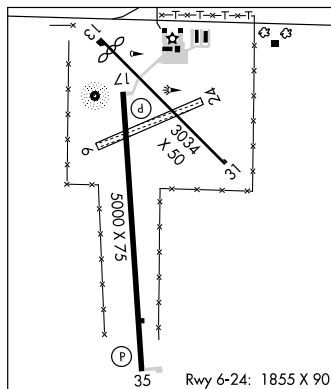
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 262° 41.9 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 434 SLB N42°36.03' W95°14.66' at fld.

NOTAM FILE SLB.



OMAHA

H-5C, L-121

IAP

SULLY MUNI (8C2) 0 S UTC-6(-5DT) N41°34.45' W92°50.80'

922 NOTAM FILE FOD

RWY 08-26: 2130X120 (TURF)

RWY 08: Thld dsplcd 195'. Tree.

RWY 26: Thld dsplcd 915'. Tree.

AIRPORT REMARKS: Unattended. CLOSED winters due to snow. Rwy 08-26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF 122.9

CHICAGO

SURFF N43°03.15' W93°19.66' NOTAM FILE MCW.

NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

OMAHA

THE EASTERN IOWA (See CEDAR RAPIDS)**TIPTON****MATHEWS MEM** (8C4) 2 SW UTC-6(-5DT) N41°45.80' W91°09.18'

840 FUEL 100LL NOTAM FILE FOD

RWY 11-29: H3000X60 (CONC) MIRL

RWY 11: Trees. RWY 29: Road.

AIRPORT REMARKS: Attended on call. Rwy 29 is calm wind rwy.**COMMUNICATIONS:** CTAF 122.9

① CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 050° 25.4 NM to fld. 770/5E.

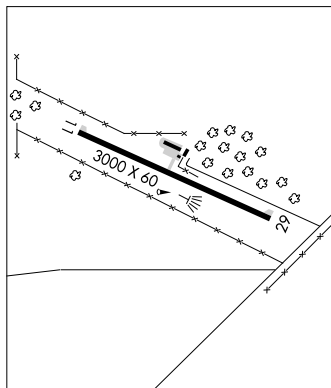
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 099° 29.3 NM to fld. 876/5E. NOTAM FILE CID.

CHICAGO

L-28G

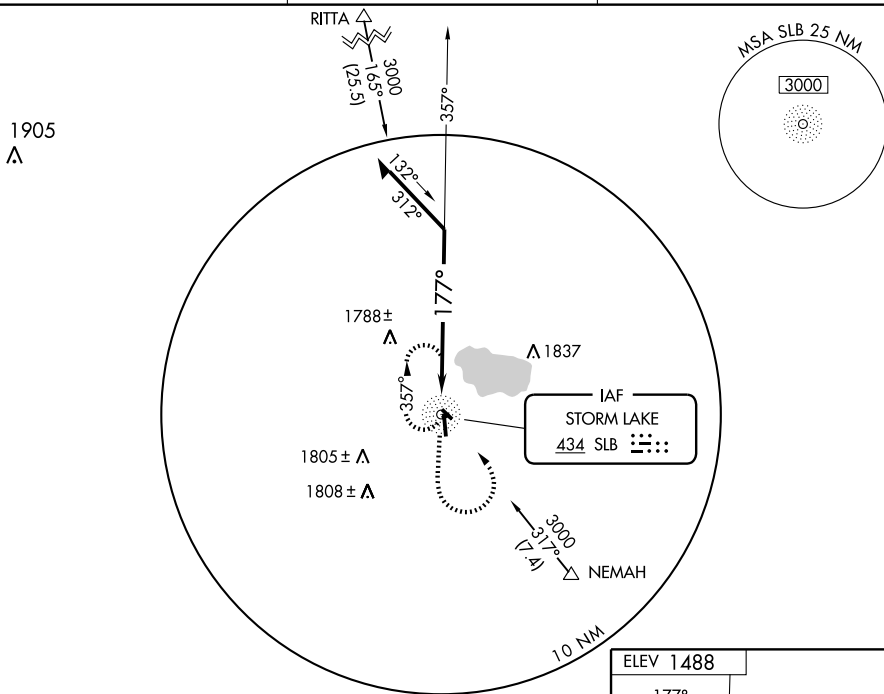
IAP



NDB RWY 17
STORM LAKE MUNI (SLB)

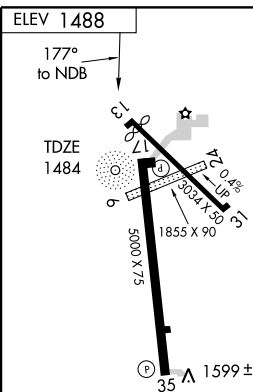
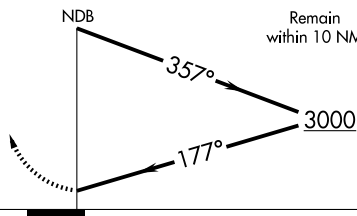
MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

UNICOM
122.7 (CTAF) **L**



NDB

Remain within 10 NM



CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

REIL Rwy 17 **L**
MIRL Rwy 13-31 and 17-35 **L**

NDB SLB
434

APP CRS
342°

Rwy Idg	5000
TDZE	1483
Apt Elev	1488

NDB RWY 35
STORM LAKE MUNI (SLB)

When local altimeter setting not received, use Spencer altimeter setting and increase all MDA 100 feet.

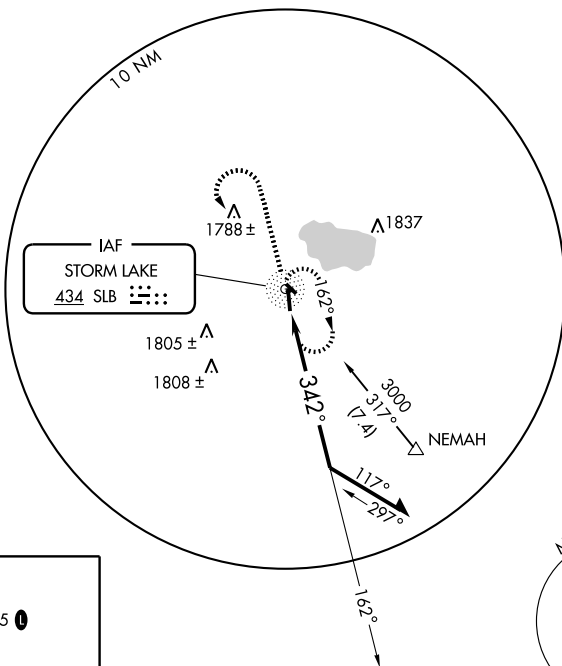
MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3
118.525

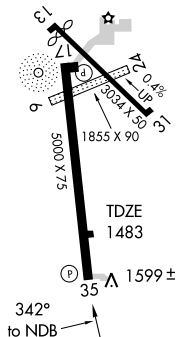
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) **L**

A1905



ELEV 1488

REIL Rwy 17 **L**MIRL Rwy 13-31 and 17-35 **L**

3000

SLB
424

NDE

Remain
within 10 NM

-11-

IN TO INM

CATEGORY	A	B	C	D
S-35	2020-1	536 (600-1)	NA	NA
CIRCLING	2020-1	532 (600-1)	NA	NA

STORM LAKE, IOWA
Amdt 1C 08APR10

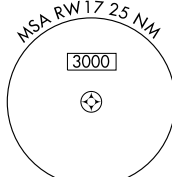
42°36'N - 95°14'W

STORM LAKE MUNI (SLB)
NDB RWY 35

NC-3. 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 17
STORM LAKE MUNI (SLB)

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

UNICOM
122.7 (CTAF) **L**

REBPE

171°

351°

5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	

Figure 6 is a detailed technical drawing of the TDZE 1484 assembly. It shows a vertical component labeled "TDZE 1484" with a horizontal arm extending from its top. The arm has a length dimension of 171° to RW17. A star symbol is located near the joint. The vertical component has a diameter dimension of 5000 X 7.5 at its base. A horizontal dimension of 1855 X 90 is shown between two points on the vertical component. A circular feature with a center point is labeled "A 1599 ±". Other labels include "C-1", "ZL", "P", "Q", "R", "S", "T", "U", "V", "W", "X", "Y", "Z", "AA", "AB", "AC", "AD", "AE", "AF", "AG", "AH", "AI", "AJ", "AK", "AL", "AM", "AN", "AO", "AP", "AQ", "AR", "AS", "AT", "AU", "AV", "AW", "AX", "AY", "AZ", "BA", "BB", "BC", "BD", "BE", "BF", "BG", "BH", "BI", "BJ", "BK", "BL", "BM", "BN", "BO", "BP", "BQ", "BR", "BS", "BT", "BU", "BV", "BW", "BX", "BY", "BZ", "CA", "CB", "CC", "CD", "CE", "CF", "CG", "CH", "CI", "CJ", "CK", "CL", "CM", "CN", "CO", "CP", "CQ", "CR", "CS", "CT", "CU", "CV", "CW", "CX", "CY", "CZ", "DA", "DB", "DC", "DD", "DE", "DF", "DG", "DH", "DI", "DJ", "DK", "DL", "DM", "DN", "DO", "DP", "DQ", "DR", "DS", "DT", "DU", "DV", "DW", "DX", "DY", "DZ", "EA", "EB", "EC", "ED", "EE", "EF", "EG", "EH", "EI", "EJ", "EK", "EL", "EM", "EN", "EO", "EP", "EQ", "ER", "ES", "ET", "EU", "EV", "EW", "EX", "EY", "EZ", "FA", "FB", "FC", "FD", "FE", "FF", "FG", "FH", "FI", "FJ", "FK", "FL", "FM", "FN", "FO", "FP", "FQ", "FR", "FS", "FT", "FU", "FV", "FW", "FX", "FY", "FZ", "GA", "GB", "GC", "GD", "GE", "GF", "GG", "GH", "GI", "GJ", "GK", "GL", "GM", "GN", "GO", "GP", "GQ", "GR", "GS", "GT", "GU", "GV", "GW", "GX", "GY", "GZ", "HA", "HB", "HC", "HD", "HE", "HF", "HG", "HH", "HI", "HJ", "HK", "HL", "HM", "HN", "HO", "HP", "HQ", "HR", "HS", "HT", "HU", "HV", "HW", "HX", "HY", "HZ", "IA", "IB", "IC", "ID", "IE", "IF", "IG", "IH", "II", "IJ", "IK", "IL", "IM", "IN", "IO", "IP", "IQ", "IR", "IS", "IT", "IU", "IV", "IW", "IX", "IY", "IZ", "JA", "JB", "JC", "JD", "JE", "JF", "JG", "JH", "JI", "JJ", "JK", "JL", "JM", "JN", "JO", "JP", "JQ", "JR", "JS", "JT", "JU", "JV", "JW", "JX", "JY", "JZ", "KA", "KB", "KC", "KD", "KE", "KF", "KG", "KH", "KI", "KJ", "KK", "KL", "KM", "KN", "KO", "KP", "KQ", "KR", "KS", "KT", "KU", "KV", "KW", "KX", "KY", "KZ", "LA", "LB", "LC", "LD", "LE", "LF", "LG", "LH", "LI", "LJ", "LK", "LL", "LM", "LN", "LO", "LP", "LQ", "LR", "LS", "LT", "LU", "LV", "LW", "LX", "LY", "LZ", "MA", "MB", "MC", "MD", "ME", "MF", "MG", "MH", "MI", "MJ", "MK", "ML", "MM", "MN", "MO", "MP", "MQ", "MR", "MS", "MT", "MU", "MV", "MW", "MX", "MY", "MZ", "NA", "NB", "NC", "ND", "NE", "NF", "NG", "NH", "NI", "NJ", "NK", "NL", "NM", "NN", "NO", "NP", "NQ", "NR", "NS", "NT", "NU", "NV", "NW", "NX", "NY", "NZ", "OA", "OB", "OC", "OD", "OE", "OF", "OG", "OH", "OI", "OJ", "OK", "OL", "OM", "ON", "OO", "OP", "OQ", "OR", "OS", "OT", "OU", "OV", "OW", "OX", "OY", "OZ", "PA", "PB", "PC", "PD", "PE", "PF", "PG", "PH", "PI", "PJ", "PK", "PL", "PM", "PN", "PO", "PP", "PQ", "PR", "PS", "PT", "PU", "PV", "PW", "PX", "PY", "PZ", "QA", "QB", "QC", "QD", "QE", "QF", "QG", "QH", "QI", "QJ", "QK", "QL", "QM", "QN", "QO", "QP", "QQ", "QR", "QS", "QT", "QU", "QV", "QW", "QX", "QY", "QZ", "RA", "RB", "RC", "RD", "RE", "RF", "RG", "RH", "RI", "RJ", "RK", "RL", "RM", "RN", "RO", "RP", "RQ", "RR", "RS", "RT", "RU", "RV", "RW", "RX", "RY", "RZ", "SA", "SB", "SC", "SD", "SE", "SF", "SG", "SH", "SI", "SJ", "SK", "SL", "SM", "SN", "SO", "SP", "SQ", "SR", "SS", "ST", "SU", "SV", "SW", "SX", "SY", "SZ", "TA", "TB", "TC", "TD", "TE", "TF", "TG", "TH", "TI", "TJ", "TK", "TL", "TM", "TN", "TO", "TP", "TQ", "TR", "TS", "TT", "TU", "TV", "TW", "TX", "TY", "TZ", "UA", "UB", "UC", "UD", "UE", "UF", "UG", "UH", "UI", "UJ", "UK", "UL", "UM", "UN", "UO", "UP", "UQ", "UR", "US", "UT", "UU", "UV", "UW", "UX", "UY", "UZ", "VA", "VB", "VC", "VD", "VE", "VF", "VG", "VH", "VI", "VJ", "VK", "VL", "VM", "VN", "VO", "VP", "VQ", "VR", "VS", "VT", "VU", "VV", "VW", "VX", "VY", "VZ", "WA", "WB", "WC", "WD", "WE", "WF", "WG", "WH", "WI", "WJ", "WK", "WL", "WM", "WN", "WO", "WP", "WQ", "WR", "WS", "WT", "WU", "WV", "WW", "WX", "WY", "WZ", "XA", "XB", "XC", "XD", "XE", "XF", "XG", "XH", "XI", "XJ", "XK", "XL", "XM", "XN", "XO", "XP", "XQ", "XR", "XS", "XT", "XU", "XV", "XW", "XX", "XY", "XZ", "YA", "YB", "YC", "YD", "YE", "YF", "YG", "YH", "YI", "YJ", "YK", "YL", "YM", "YN", "YO", "YP", "YQ", "YR", "YS", "YT", "YU", "YV", "YW", "YX", "YY", "YZ", "ZA", "ZB", "ZC", "ZD", "ZE", "ZF", "ZG", "ZH", "ZI", "ZJ", "ZK", "ZL", "ZM", "ZN", "ZO", "ZP", "ZQ", "ZR", "ZS", "ZT", "ZU", "ZV", "ZW", "ZX", "ZY", "ZZ".

REIL Rwy 17 **L**
MIRL Rwy 13-31 and 17-35 **L**

STORM LAKE MUNI (SLB)
RNAV (GPS) RWY 17

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

⚠ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

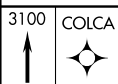
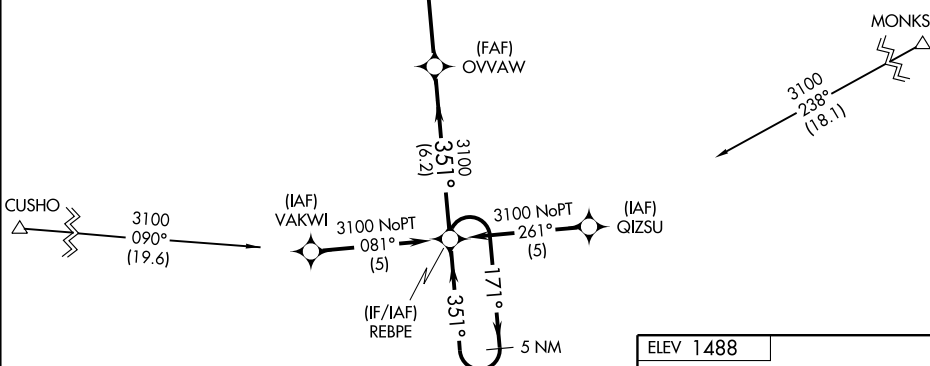
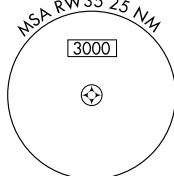
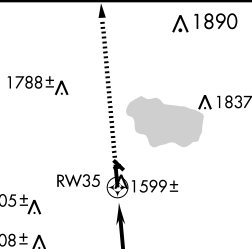
MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3
118.525

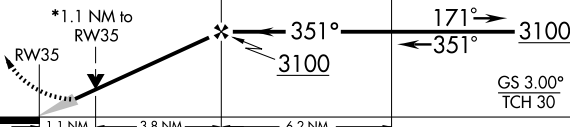
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



*LNAV only

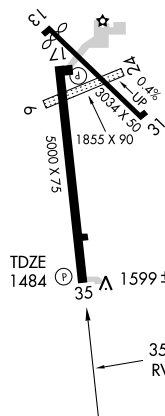


CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1869-1½	385 (400-1½)	NA	NA
LNAV MDA	1860-1	376 (400-1)	NA	NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)	NA	NA

ELEV 1488

REIL Rwy 17 0

MIRL Rwy 13-31 and 17-35 0



STORM LAKE MUNI (SLB) 3 SW UTC-6(-5DT) N42°35.84' W95°14.44'

1488 B S4 FUEL 100, JET A NOTAM FILE SLB

RWY 17-35: H5000X75 (CONC) S-30, D-38 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 27'.

RWY 13-31: H3034X50 (CONC) S-4 MIRL 0.4% up NW

RWY 13: Thld dsplcd 172'. Road.

RWY 06-24: 1855X90 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For attendant after hours call 712-732-6301. Rwy 06-24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06-24 marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and Rwy 17-35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (712) 732-2301.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

GCO 121.725 (FORT DODGE FSS) OTS indef.

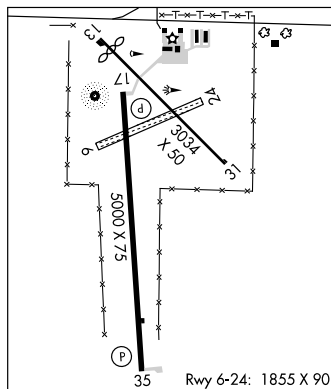
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 262° 41.9 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 434 SLB N42°36.03' W95°14.66' at fld.

NOTAM FILE SLB.



OMAHA

H-5C, L-121

IAP

SULLY MUNI (8C2) 0 S UTC-6(-5DT) N41°34.45' W92°50.80'

922 NOTAM FILE FOD

RWY 08-26: 2130X120 (TURF)

RWY 08: Thld dsplcd 195'. Tree.

RWY 26: Thld dsplcd 915'. Tree.

AIRPORT REMARKS: Unattended. CLOSED winters due to snow. Rwy 08-26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF 122.9

CHICAGO

SURFF N43°03.15' W93°19.66' NOTAM FILE MCW.

NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

OMAHA

THE EASTERN IOWA (See CEDAR RAPIDS)**TIPTON****MATHEWS MEM** (8C4) 2 SW UTC-6(-5DT) N41°45.80' W91°09.18'

840 FUEL 100LL NOTAM FILE FOD

RWY 11-29: H3000X60 (CONC) MIRL

RWY 11: Trees. RWY 29: Road.

AIRPORT REMARKS: Attended on call. Rwy 29 is calm wind rwy.**COMMUNICATIONS:** CTAF 122.9

① CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 050° 25.4 NM to fld. 770/5E.

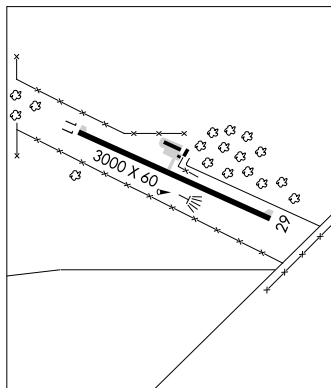
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 099° 29.3 NM to fld. 876/5E. NOTAM FILE CID.

CHICAGO

L-28G

IAP



APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 11

TIPTON/MATHEWS MEMORIAL (8C4)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

NoPT for arrivals at SOLUM on V294 eastbound.

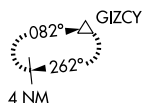
(IF/IAF)
SOLUM



2600
110°
(6.6)

(FAF)
TURRU

108°
RW11

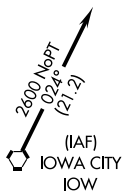


▲ 1032

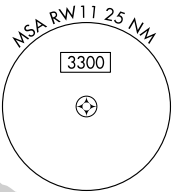
2249
▲ 2249

▲ 1100

Procedure NA for arrivals at IOW VORTAC on airway radials 336 CW 072.



(IAF)
IOWA CITY
IOW



ELEV 840

108° to
RW11

TDZE
840

3000 X 60

4 NM
Holding Pattern

SOLUM

TURRU

3300

GIZCY

▲

2600

← 290°
110° →

110°

2600

108°

RW11

3.05°
TCH 40

6.6 NM

5.3 NM

CATEGORY

A

B

C

D

LNAV MDA

1360-1

520 (600-1)

NA

CIRCLING

1460-1

620 (700-1)

NA

MIRL Rwy 11-29

VOR/DME CID 114.1 Chan 88	APP CRS 099°	Rwy Idg TDZE Apt Elev	3000 840 840
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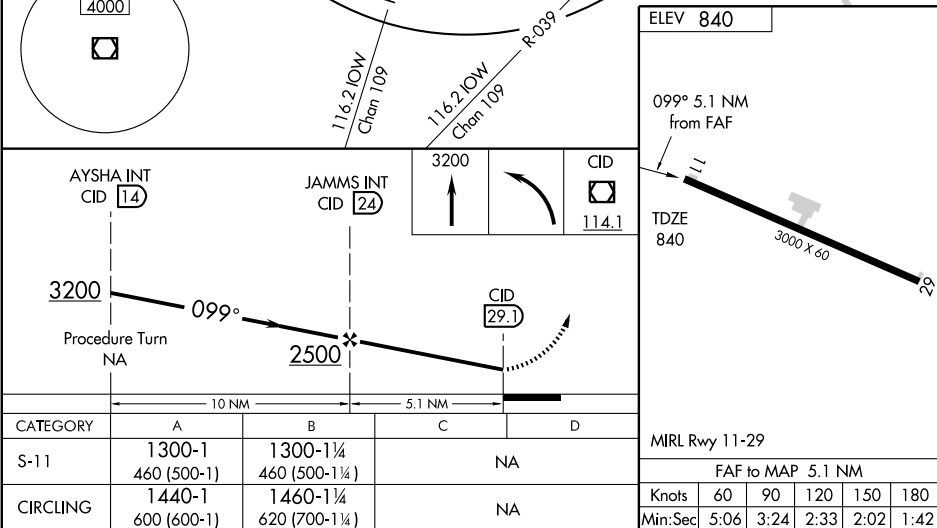
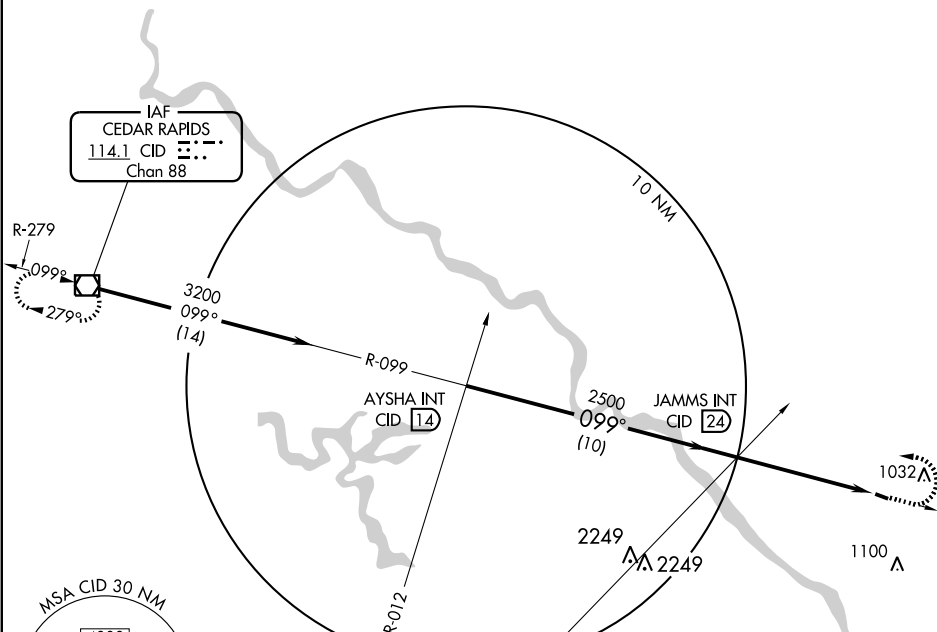
VOR RWY 11

TIPTON/MATHEWS MEMORIAL (8C4)

▼ Use Cedar Rapids altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8CTAF
122.9

TOLEDO MUNI (8C5) 2 E UTC-6(-5DT) N41°59.29' W92°32.88'

CHICAGO

960 B TPA-1760(800) NOTAM FILE FOD

RWY 17-35: 1850X100 (TURF)

RWY 17: Pole. Tree.

RWY 35: Thld dsplcd 395'. Pole.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR. Rwy 35 marked with yellow cones, dsplcd thresholds marked with 3 yellow cones each side. 175' X 25' asph strip at the apch end of Rwy 17 used as twy.

COMMUNICATIONS: CTAF 122.9**TRAER MUNI** (8C6) 1 NE UTC-6(-5DT) N42°11.95' W92°27.48'

CHICAGO

892 NOTAM FILE FOD

RWY 17-35: 2555X100 (TURF) LIRL

RWY 17: Trees.

RWY 35: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. MOGAS and 100LL fuel avbl for emerg only, call 319-478-2154/2580. Snow removal delayed at times; confirm rwy condition prior to use call 319-478-2580 or 319-478-2154. Turf rwy soft during spring thaw. Rwy 17-35 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9**UNION CO** N40°57.45' W94°20.84' NOTAM FILE CSQ.

OMAHA

NDB(MHW) 379 UNE 345° 3.9 NM to Creston Muni.

L-101, 121

VINTON VETERANS MEM AIRPARK (VTI) 3 N UTC-6(-5DT) N42°13.12' W92°01.56'

CHICAGO

842 B S2 FUEL 100LL NOTAM FILE VTI

L-28F

RWY 09-27: H4000X60 (CONC) MIRL 0.4% up E

IAP

RWY 09: REIL. PAPI(P2L)—GA 4.0°. Trees.

RWY 27: REIL. PAPI(P2L)—GA 3.0°. Pole.

RWY 16-34: H2500X50 (ASPH) S-12.5

RWY 34: Thld dsplcd 190'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z†. Self-Serve fuel avbl 24 hrs. Parachute Jumping. Rwy 16-34 CLOSED ngts and used as taxiway from Rwy 09-27 to ramp, taxiway edge lgts 30' from pavement edges. MIRL Rwy 09-27 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.075 (319) 472-3122.**COMMUNICATIONS:** CTAF/UNICOM 122.8

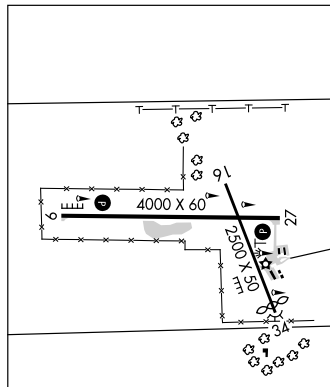
® CEDAR RAPIDS APP/DEP CON 134.05 (1100-0530Z‡)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 327° 22.6 NM to fld. 876/5E.

**WAPSIE** N42°27.13' W91°57.06' NOTAM FILE IIB.

CHICAGO

NDB (MHW) 206 IIB at Independence Muni.

L-28L

APP CRS
091°

Rwy Idg	4000
TDZE	836
Apt Elev	842

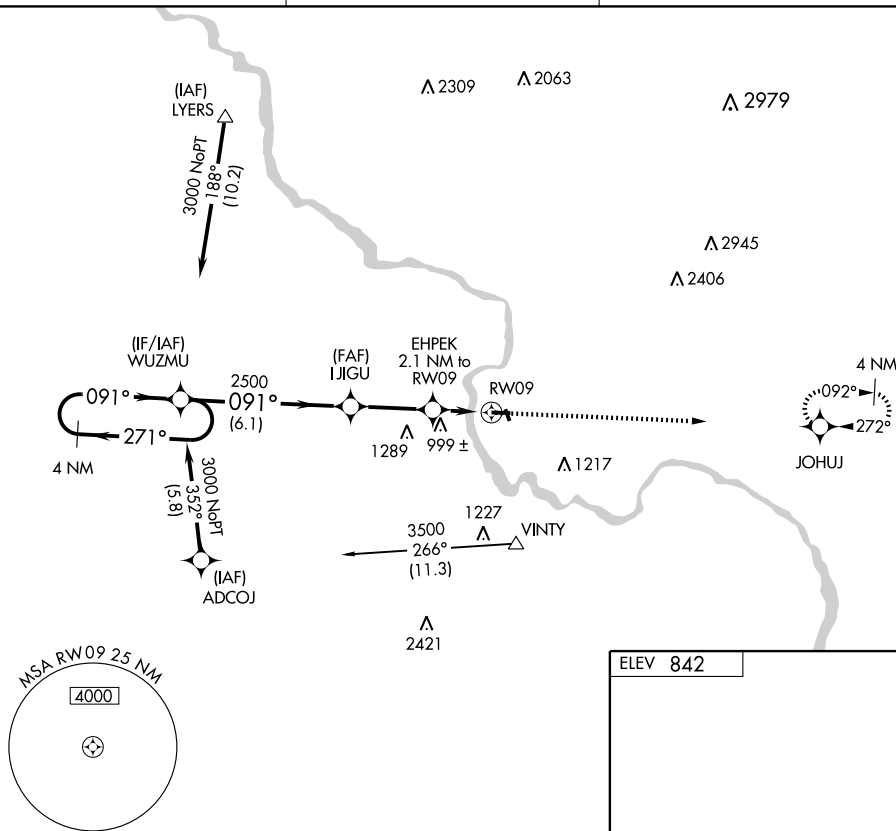
RNAV (GPS) RWY 9

VINTON VETERANS MEMORIAL AIRPARK (VTI)

- ▼ When VGSI inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all MDA 60 feet.

AWOS-3
120.075

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) **L**4 NM
Holding Pattern

WUZMU

JIGU

EHPEK
.1 NM to
RW09

3000

JOHU.

091° to
RW09

VGSI and descent angles not coincident.

2500

1340

RW09

TDZE
836

27
34
2500 × 50
P

CATEGORY	A	B	C	D
INAV MDA	1260-1	424 (500-1)		NA
CIRCLING	1320-1	478 (500-1)		NA

REIL Rwy 9 and 27 **L**
MIRL Rwy 9-27 **L**

VINTON, IOWA
Orig 08APR10

VINTON VETERANS MEMORIAL AIRPARK (VTI)

42°13'N-92°02'W

RNAV (GPS) RWY 9

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 62917 W27A	APP CRS 272°	Rwy Idg 4000 TDZE 839 Apt Elev 842
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RNAV (GPS) RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)

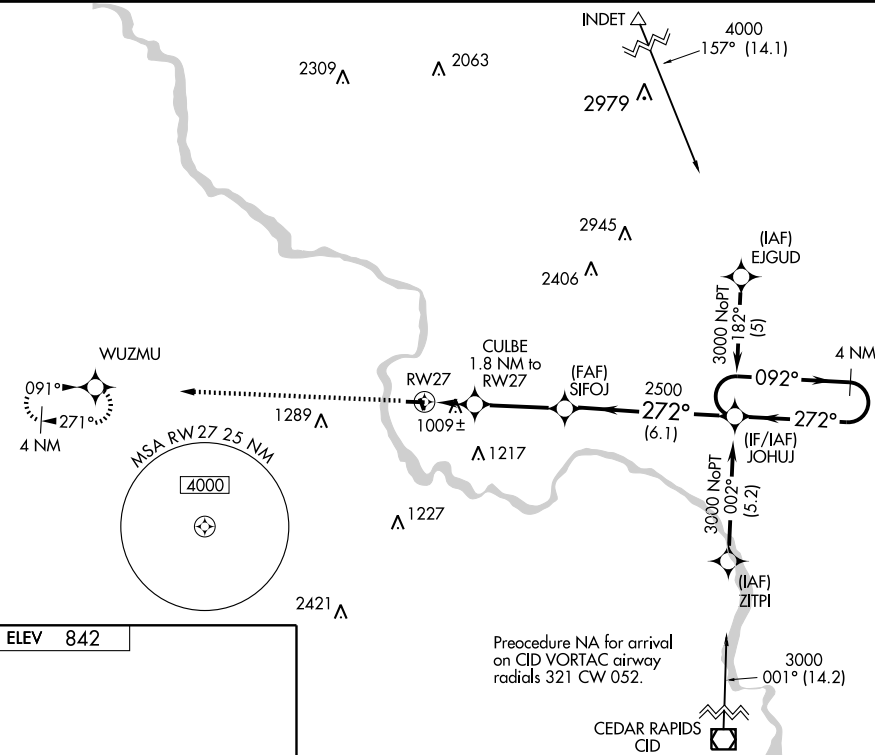
▼ When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cals visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
WUZMU and hold.

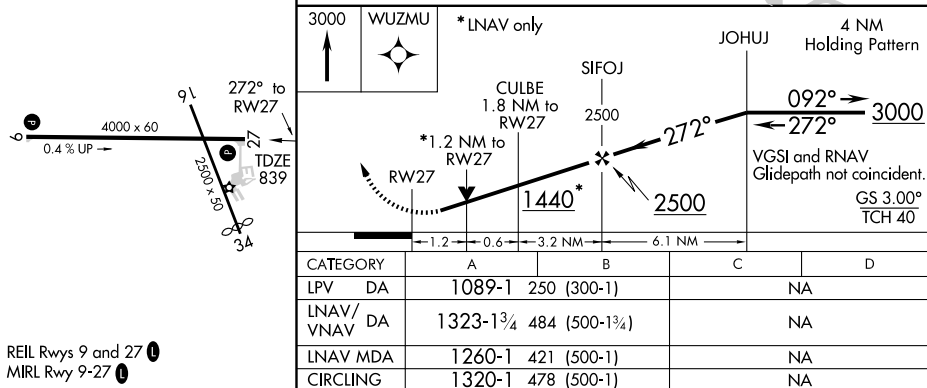
AWOS-3
120.075

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) 1



ELEV **842**



REIL Rwy 9 and 27 1
MIRL Rwy 9-27 1

WASHINGTON MUNI (AWG) 2 SE UTC-6(-5DT) N41°16.50' W91°40.51'

CHICAGO

754 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AWG

L-27B

RWY 18-36: H4000X75 (CONC-WC) MIRL

IAP

RWY 18: REIL. PAPI(P2R)—GA 3.0° TCH 20'. Twr.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

RWY 13-31: H3401X50 (CONC) S-28 MIRL (NSTD)

RWY 13: Twr.

RWY 31: Thld displcd 335'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13-31 NSTD MIRL, edge lgts 20' from pavement edge. ACTIVATE MIRL Rwy 13-31 (med inst only) MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (319) 653-4149.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CHICAGO CENTER APP/DEP CON 135.6

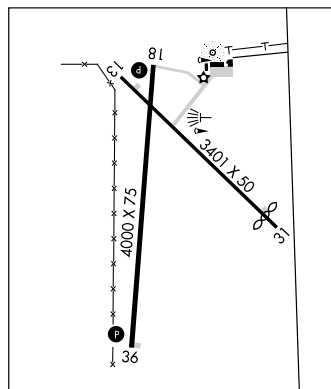
GCO 121.725 (FORT DODGE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 186° 14.9 NM to fld. 770/5E.

NDB (MHW) 219 AWG N41°16.79' W91°40.37' at fld. NOTAM FILE AWG. Unmonitored. NDB unusable byd 12 NM.

**WATERLOO RGNL** (ALO) 4 NW UTC-6(-5DT) N42°33.43' W92°24.02'

CHICAGO

873 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO H-5D, L-28F

RWY 12-30: H8400X150 (ASPH-GRVD) S-55, D-75, 2S-95, 2D-140 HIRL

IAP, AD

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 52'.

RWY 18-36: H6002X150 (ASPH-GRVD) S-50, D-75, 2S-95, 2D-180 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 06-24: H5403X129 (ASPH-GRVD) S-29.5, D-37 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47'. Tree.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	3900
RWY 12	06-24	6100
RWY 18	06-24	4850
RWY 24	18-36	3950
RWY 30	18-36	4800
RWY 36	12-30	3650

AIRPORT REMARKS: Attended 1100-0400Z. Fuel available on request

0400 1100Z. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats

0500-1200Z except 72 hours PPR arpt manager. Call arpt manager 319-291-4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and invof arpt. Fuel available on request 0400-1100Z, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06-24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30; and MIRL Rwy 18-36; MALSR Rwy 12; MALSR Rwy 30, VASI Rwy 06, 24, 18 and 36—CTAF.

WEATHER DATA SOURCES: ASOS (319) 233-8984. HIWAS 112.2 ALO.**COMMUNICATIONS:** CTAF 125.075 ATIS 120.65 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

⑧ APP/DEP CON 118.9 126.75 (1200-0200Z)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z)

TOWER 125.075 (1200-0200Z) GND CON 121.9

AIRSPACE: CLASS D svc 1200-0200Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.

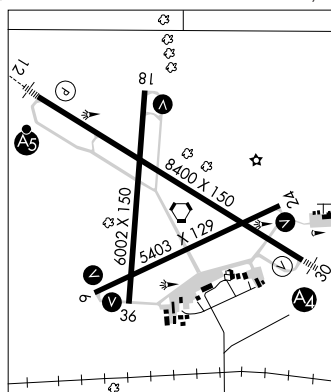
(H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' at fld. 865/6E. HIWAS.

VOR portion unusable 351°-010°. VOR portion unusable byd 35 NM blo 2,500'.

PRICE NDB (LOM) 382 AL N42°37.33' W92°30.57' 126° 6.2 NM to fld. SHUTDOWN.

ILS/DME 111.7 I-ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd.

Backcourse unusable beyond 15 NM blo 2500'.



NDB AWG 219	APP CRS 325°	Rwy Idg TDZE Apt Elev	3065 754 754
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NDB RWY 31

WASHINGTON MUNI (AWG)



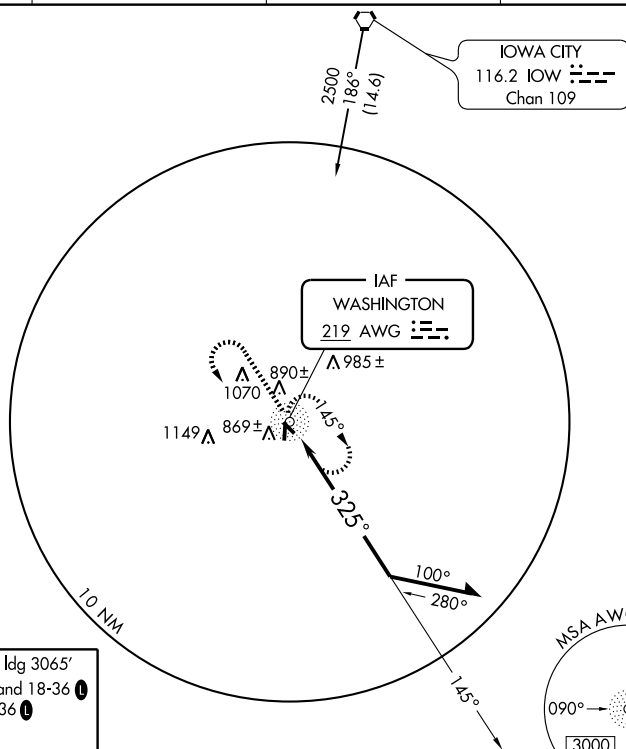
MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

AWOS-3
127.825

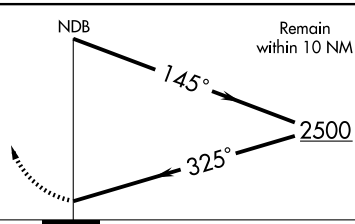
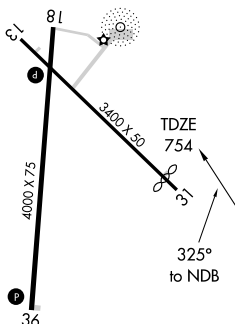
CHICAGO CENTER
135.6 370.95

GCO
121.725

UNICOM
122.7 (CTAF) **1**



ELEV 754 Rwy 31 Idg 3065'
MIRL Rwys 13-31 and 18-36
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

WAAS CH 45816 W18A	APP CRS 181°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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RNAV (GPS) RWY 18

WASHINGTON MUNI (AWG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 ▲ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

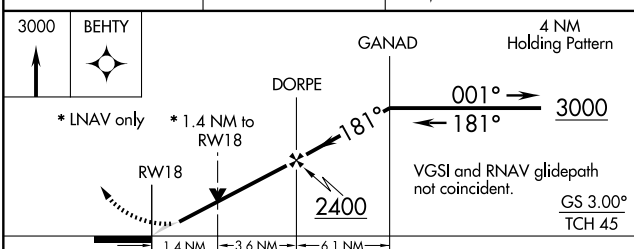
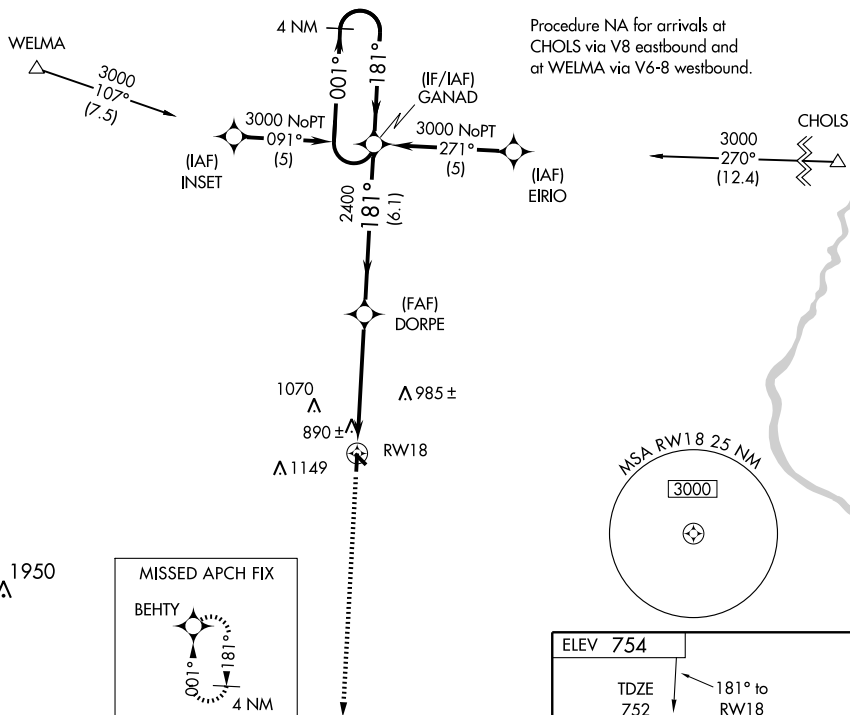
MISSED APPROACH:
Climb to 3000 direct
BEHTY and hold.

AWOS-3
127.825

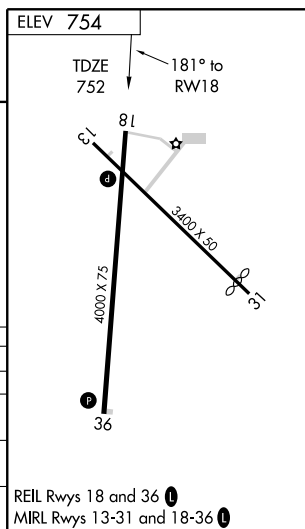
CHICAGO CENTER
135.6 370.95

GCO
121.725

UNICOM
122.7 (CTAF) 1



CATEGORY	A	B	C	D
LPV DA	952-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1233-13/4	481 (500-13/4)		NA
LNAV MDA	1200-1	448 (500-1)	1200-1 1/4 448 (500-1 1/4)	NA
CIRCLING	1240-1	486 (500-1)	1240-1 1/2 486 (500-1 1/2)	NA



WAAS CH 90416 W36A	APP CRS 001°	Rwy Idg 4000 TDZE 752 Apt Elev 754
--	------------------------	---

RNAV (GPS) RWY 36

WASHINGTON MUNI (A WG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/
DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. VDP NA when using Iowa City
altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62
feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cals A/B/C/ and LNAV Cat C visibility ¼ mile.

MISSED
APPROACH:
Climb to 3000
direct GANAD
and hold.

AWOS-3

127.825

CHICAGO CENTER

135.6 370.95

GCO

121.725

UNICOM

122.7 (CTAF) 0

MSA RW36 25 NM

3000

MISSED APCH FIX

4 NM

181°

100°

GANAD

1070

985 ±

890 ±

1149

839 ±

RW36

1950

Procedure NA for arrivals
on OTM VOR/DME airway
radials 041 CW 100.

3000

079°

(24.1)

OTTUMWA
OTM(IAF)
EGUVE

3000 NoPT

091°

(5)

2400

001°

(6.1)

3000 NoPT

271°

(5)

(IAF)
HILMA(IF/IAF)
BEHTY

001°

181°

4 NM

WAPEL

3000

234°

(13.2)

ELEV 754

MIRL Rwy 13-31 and 18-36 1

REIL Rwy 18 and 36 1

4 NM
Holding Pattern

BEHTY

3000

181°

001°

001°

SENOC

*1 NM to RW36

3000

GANAD

VGSi and RNAV glidepath
not coincident.

GS 3.00°
TCH 45

2400

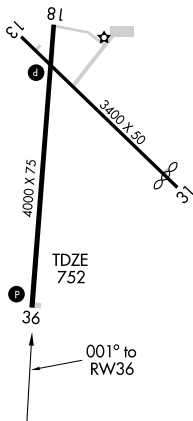
RW36

6.1 NM

4 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	952-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1109-1 1/4	357 (400-1 1/4)		NA
LNAV MDA	1100-1	348 (400-1)		NA
CIRCLING	1240-1	486 (500-1)	1240-1 1/2 486 (500-1 1/2)	NA



VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg TDZE 752 Apt Elev 754
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VOR/DME RWY 36

WASHINGTON MUNI (AWG)



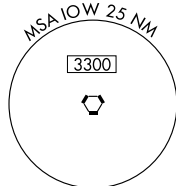
MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3
127.825

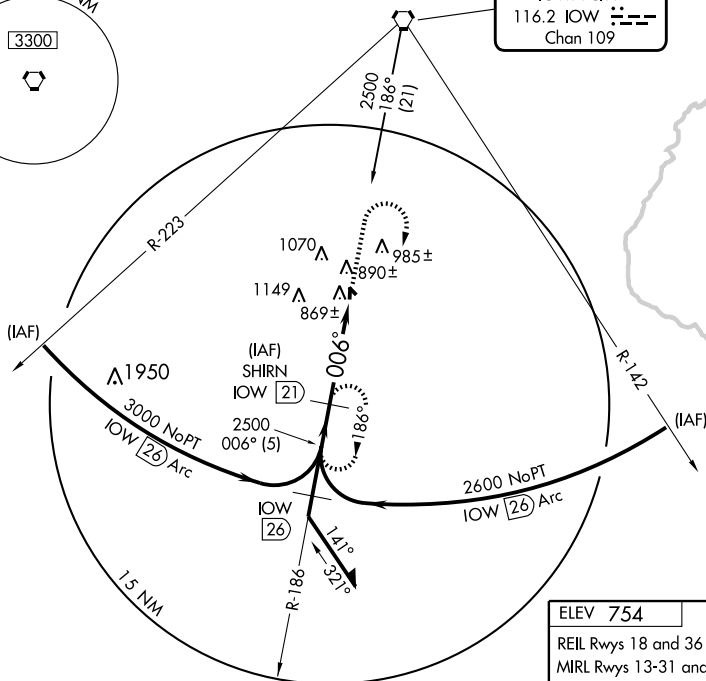
CHICAGO CENTER
135.6 370.95

GCO
121.725

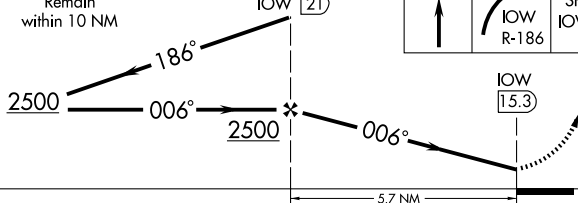
UNICOM
122.7 (CTAF) **1**



IOWA CITY
116.2 IOW
Chan 109



Remain
within 10 NM

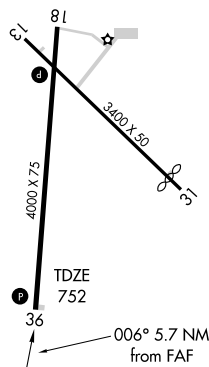


CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)		1120-1½ 368 (400-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

ELEV 754 Rwy 31 Idg 3065'

REIL Rws 18 and 36 **1**

MIRL Rws 13-31 and 18-36 **1**



AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)

WATERLOO, IOWA

ATIS
120.65
WATERLOO TOWER★
125.075 257.8
GND CON
121.9 269.1

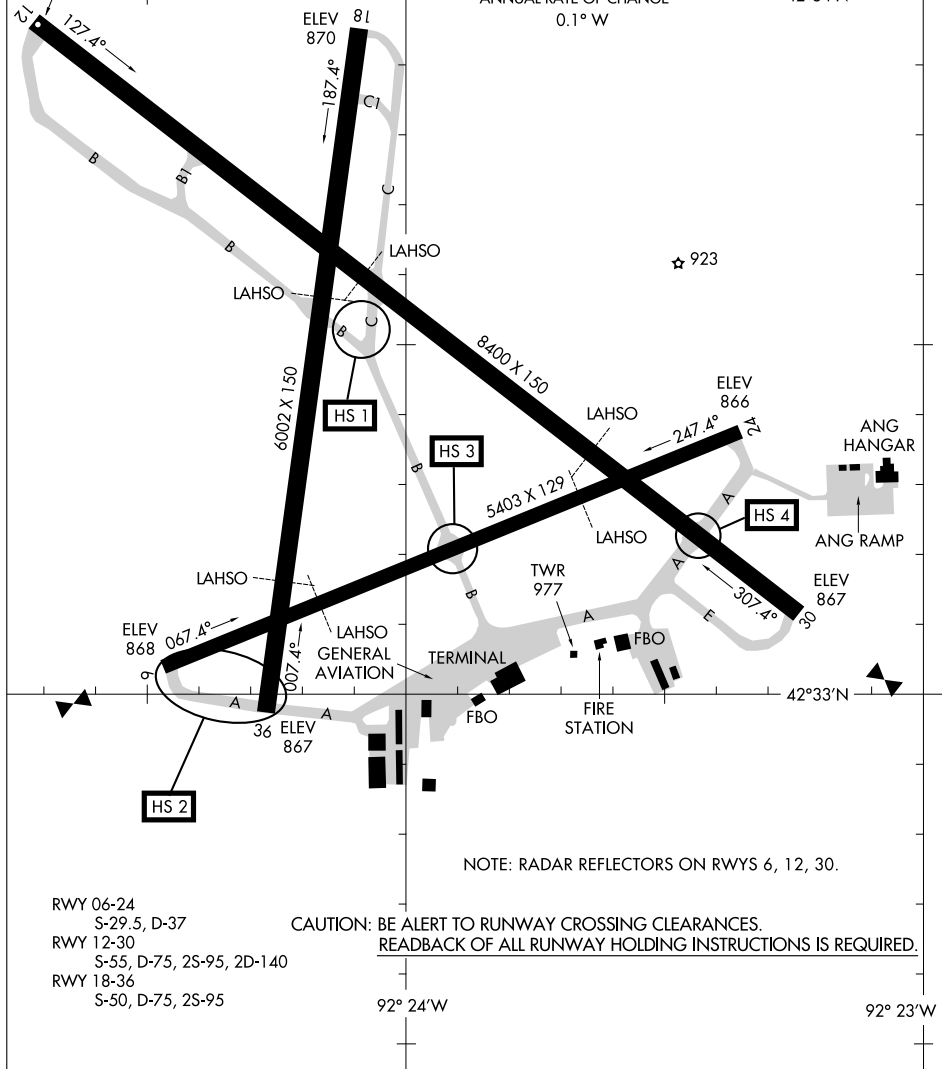
FIELD
ELEV
873

JANUARY 2010

ANNUAL RATE OF CHANGE
0.1° W

42°34'N

NC-3, 23 SEP 2010 to 21 OCT 2010



NC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WATERLOO, IOWA
WATERLOO RGNL (ALO)

WASHINGTON MUNI (AWG) 2 SE UTC-6(-5DT) N41°16.50' W91°40.51'

CHICAGO

754 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AWG

L-27B

RWY 18-36: H4000X75 (CONC-WC) MIRL

IAP

RWY 18: REIL. PAPI(P2R)—GA 3.0° TCH 20'. Twr.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

RWY 13-31: H3401X50 (CONC) S-28 MIRL (NSTD)

RWY 13: Twr.

RWY 31: Thld displcd 335'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13-31 NSTD MIRL, edge lgts 20' from pavement edge. ACTIVATE MIRL Rwy 13-31 (med inst only) MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (319) 653-4149.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CHICAGO CENTER APP/DEP CON 135.6

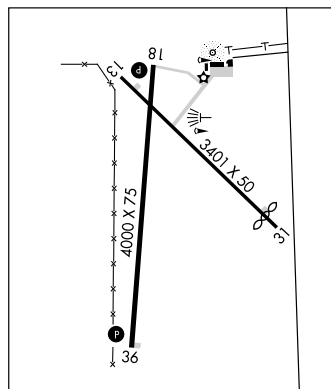
GCO 121.725 (FORT DODGE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 186° 14.9 NM to fld. 770/5E.

NDB (MHW) 219 AWG N41°16.79' W91°40.37' at fld. NOTAM FILE AWG. Unmonitored. NDB unusable byd 12 NM.

**WATERLOO RGNL** (ALO) 4 NW UTC-6(-5DT) N42°33.43' W92°24.02'

CHICAGO

873 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO H-5D, L-28F

IAP, AD

RWY 12-30: H8400X150 (ASPH-GRVD) S-55, D-75, 2S-95, 2D-140 HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 52'.

RWY 18-36: H6002X150 (ASPH-GRVD) S-50, D-75, 2S-95, 2D-180 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 06-24: H5403X129 (ASPH-GRVD) S-29.5, D-37 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47'. Tree.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	3900
RWY 12	06-24	6100
RWY 18	06-24	4850
RWY 24	18-36	3950
RWY 30	18-36	4800
RWY 36	12-30	3650

AIRPORT REMARKS: Attended 1100-0400Z. Fuel available on request

0400 1100Z. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats

0500-1200Z except 72 hours PPR arpt manager. Call arpt manager 319-291-4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and invof arpt. Fuel available on request 0400-1100Z, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06-24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30; and MIRL Rwy 18-36; MALSR Rwy 12; MALSR Rwy 30, VASI Rwy 06, 24, 18 and 36—CTAF.

WEATHER DATA SOURCES: ASOS (319) 233-8984. HIWAS 112.2 ALO.**COMMUNICATIONS:** CTAF 125.075 ATIS 120.65 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

⑧ APP/DEP CON 118.9 126.75 (1200-0200Z)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z)

TOWER 125.075 (1200-0200Z) GND CON 121.9

AIRSPACE: CLASS D svc 1200-0200Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.

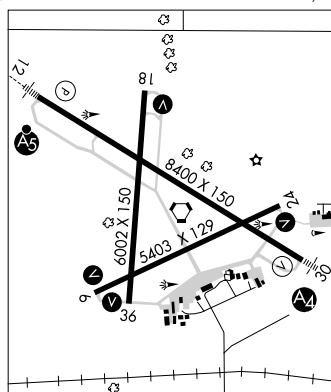
(H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' at fld. 865/6E. HIWAS.

VOR portion unusable 351°-010°. VOR portion unusable byd 35 NM blo 2,500'.

PRICE NDB (LOM) 382 AL N42°37.33' W92°30.57' 126° 6.2 NM to fld. SHUTDOWN.

ILS/DME 111.7 I-ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd.

Backcourse unusable beyond 15 NM blo 2500'.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-ALO <u>111.7</u> Chan 54	APP CRS 125°	Rwy Idg 8400 TDZE 873 Apt Elev 873
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ILS or LOC RWY 12
WATERLOO RGNL (ALO)

▼ For inoperative MALSR when using Oelwin Mini altimeter setting, increase S-ILS all Cat visibility to RVR 5000. DME or RADAR required.

▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

When local altimeter setting not received, use Oelwin Mini altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Mini altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS
120.65

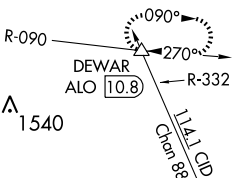
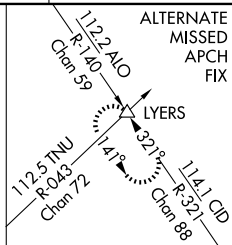
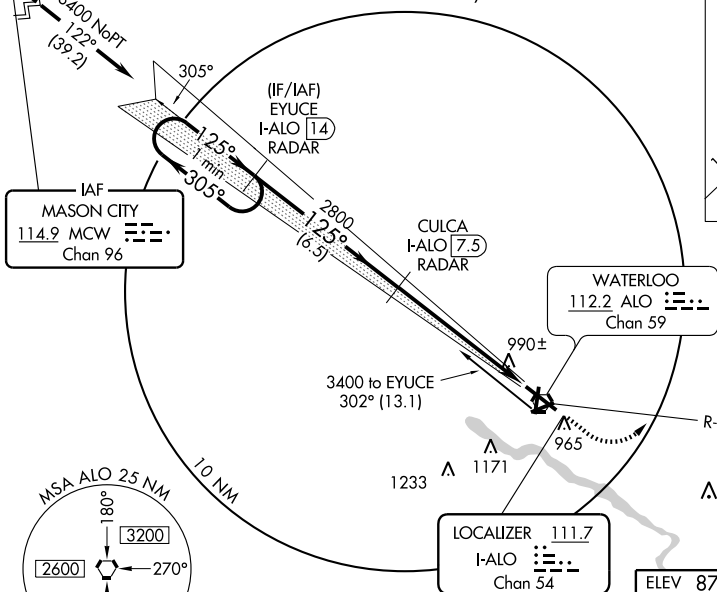
WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) **L** 257.8

GND CON	
121.9	269.1

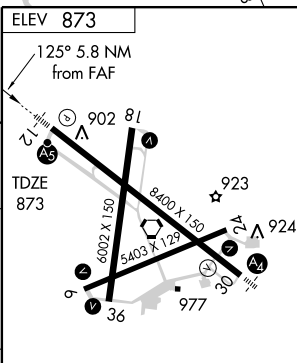
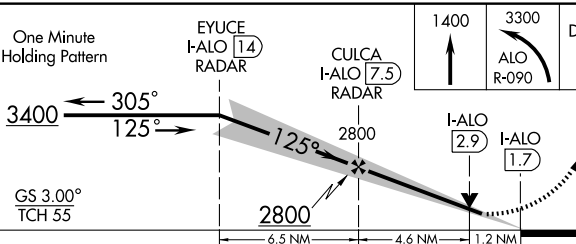
UNICOM
122.95

Procedure NA for arrivals at MCW VORTAC via airway radials 075 CW 122.



DME or RADAR REQUIRED

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)	
CIRCLING	1420-1 547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)	

MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rws 6, 18, 24, and 36

	FAF to MAP 5.8 NM				
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

WATERLOO, IOWA
Amdt 9 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)
ILS or LOC RWY 12

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

LOC/DME I-ALO 111.7 Chn 54	APP CRS 305°	Rwy Idg 8400 TDZE 867 Apt Elev 873
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LOC BC RWY 30
WATERLOO RGNL (ALO)

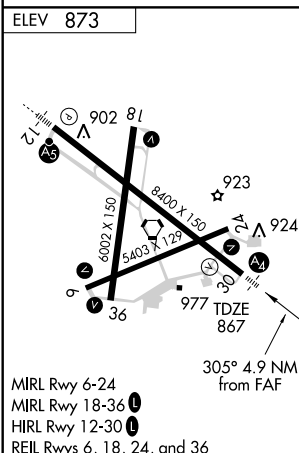
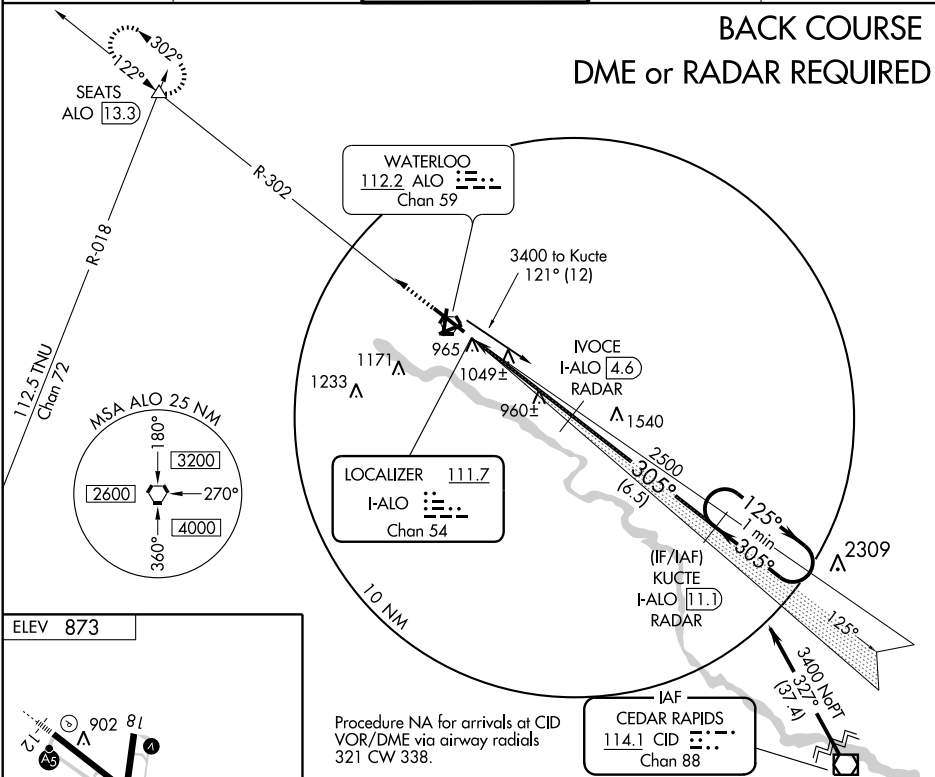
- T** Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
A When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile when control tower closed, radar not available.

MALS

MISSED APPROACH: Climb to 3500 via
A10 VORTAC R-302 to SEATS Int and hold

ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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BACK COURSE
DME or RADAR REQUIRED

[illegible]

WATERLOO, IOWA

Amdt 11 09015

42°33'N-92°24'W

WATERLOO RGNL (ALO)
LOC BC RWY 30

NC-3. 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5403
065°	TDZE	868
	Apt Elev	873

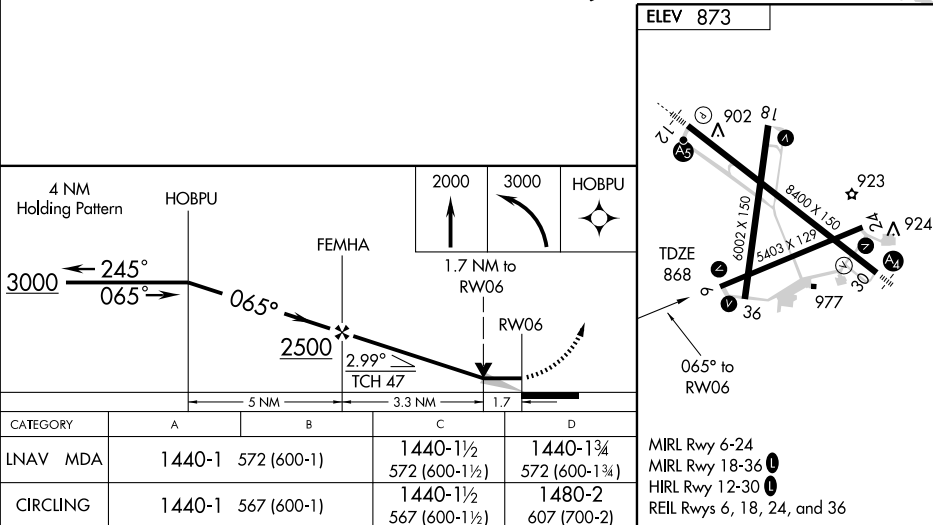
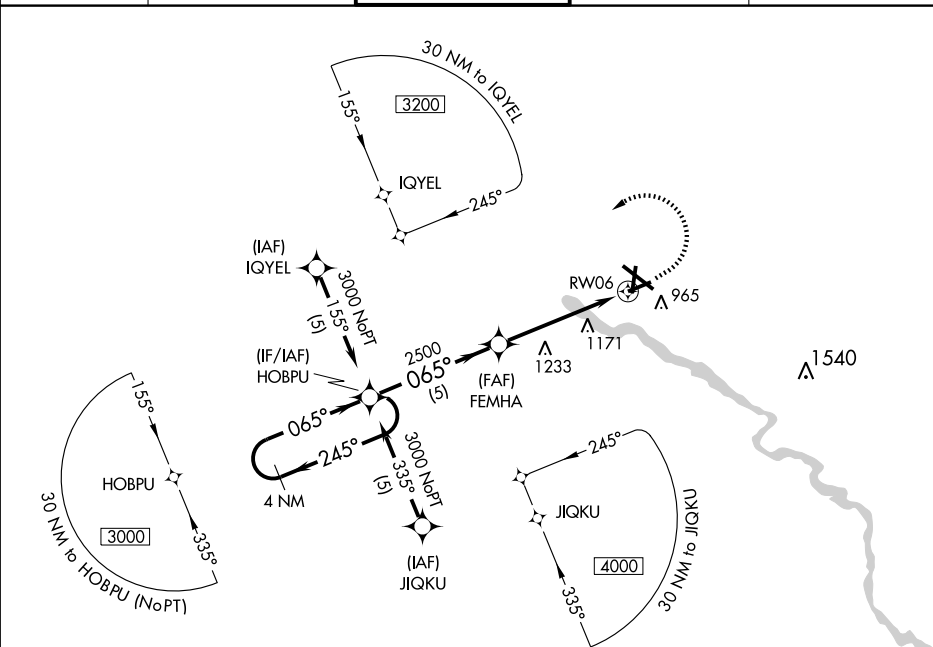
RNAV (GPS) RWY 6

WATERLOO RGNL (ALO)

▼ When control tower closed, straight-in minimums not authorized at night.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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RNAV (GPS) RWY 12

WATERLOO RGNL (A.O)

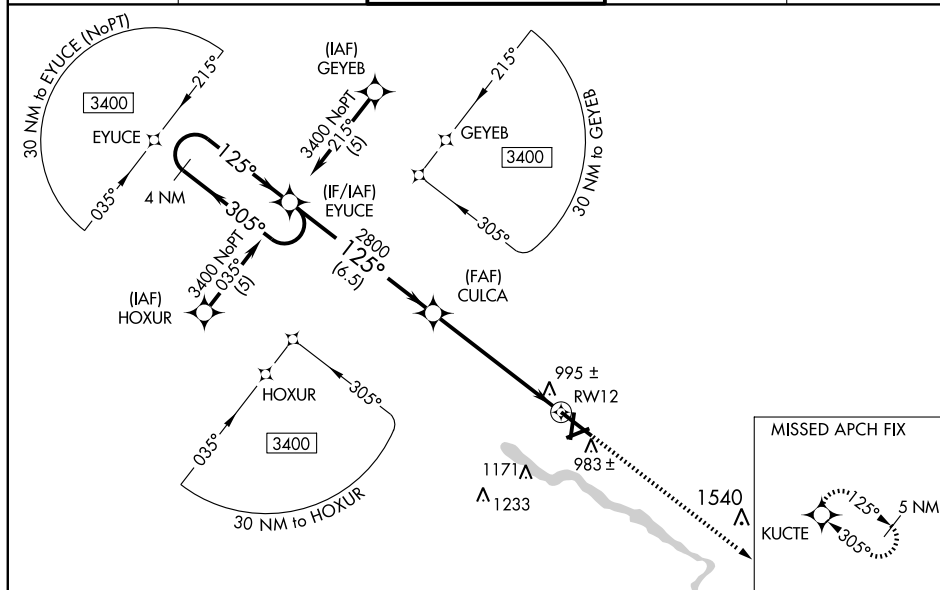
- ▼ For inoperative MALS, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALS



MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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4 NM Holding Pattern		EYUCE	CULCA	3400	KUCTE
3400 ← 305°		125° →	125°	2800	
GS 3.00° TCH 55					
		6.5 NM	4.8 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA		1123/24	250 (300-½)		
LNAV/VNAV DA		1273/40	400 (400-¾)		
LNAV MDA		1260/24	387 (400-½)	1260/50	
CIRCLING	1380-1¼	507 (600-1¼)	1380-1½	507 (600-1½)	1480-2
					607 (700-2)
					MIRL Rwy 6-24 MIRL Rwy 18-36 HIRL Rwy 12-30 REIL Rwy 6, 18, 24, and 36

WATERLOO, IOWA

Orig 09015

42°33'N-92°24'W

WATERLOO RGNL (A.O)

RNAV (GPS) RWY 12

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6002
185°	TDZE	870
	Apt Elev	873

RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

A NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

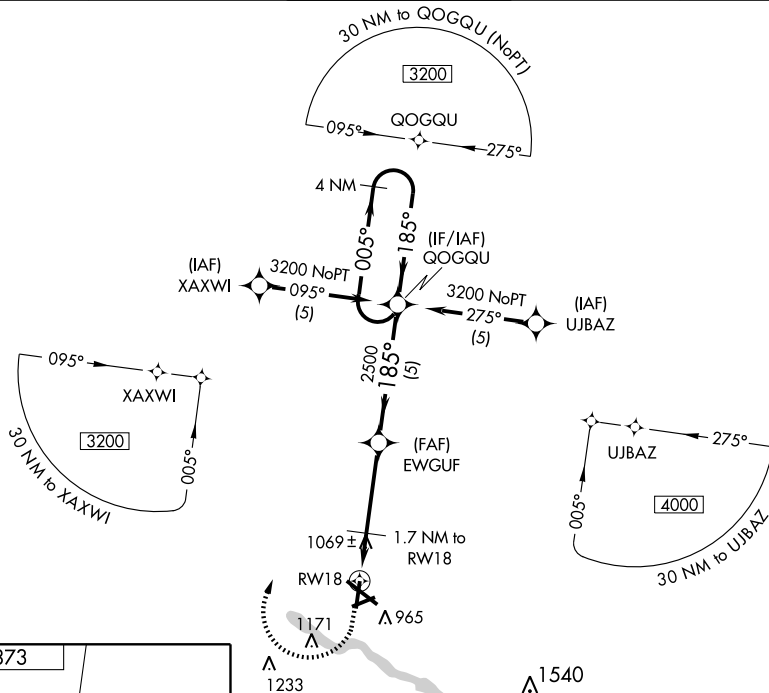
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

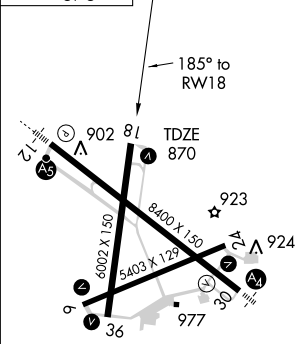
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rws 6, 18, 24, and 36

	2000	3200	QOGQU	4 NM Holding Pattern
			EWGUF	
			1.7 NM to RW18	
			≤ 2.99° TCH 42	
			1460	
			2500	
			185°	
			005°	
			3200	
			185°	
			5 NM	
CATEGORY	A	B	C	D
LNVA MDA	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

WATERLOO, IOWA

Orig-A 07298

42°33'N-92°24'W

RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

RNAV (GPS) RWY 24
WATERLOO RGNL (ALO)

WATERLOO RGNL (ALO)



ANA

When control tower closed, straight-in minimums not authorized at night.

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

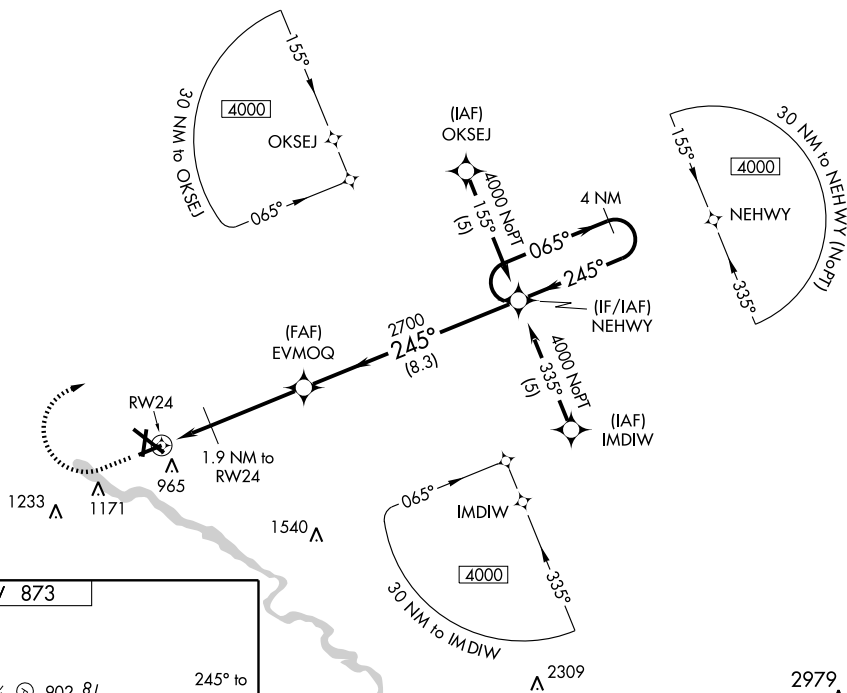
MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS
120.65

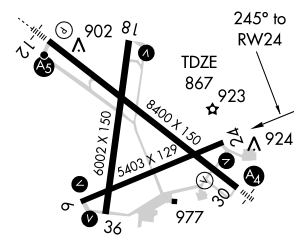
WATERLOO APP CON★
118.9 251.15

WATERLOO TOWER★
125.075 (CTAF) **L** 257.8

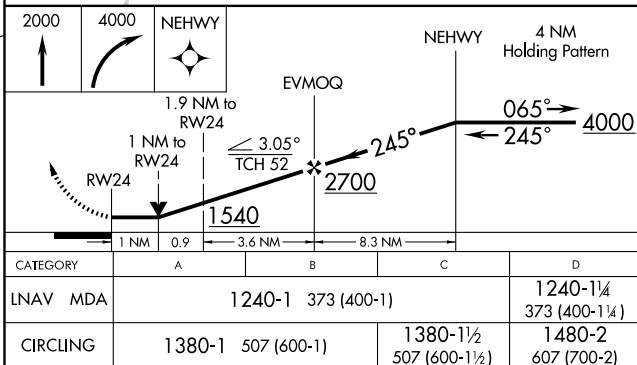
GND CON
121.9 269.1

UNICOM
122.95

ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rws 6, 18, 24, and 36



WATERLOO, IOWA

Orig 07298

WATERLOO RGNL (ALO)

42°33'N-92°24'W

RNAV (GPS) RWY 24

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg 8400 TDZE 867 Apt Elev 873
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RNAV (GPS) RWY 30

WATERLOO RGNL (ALO)

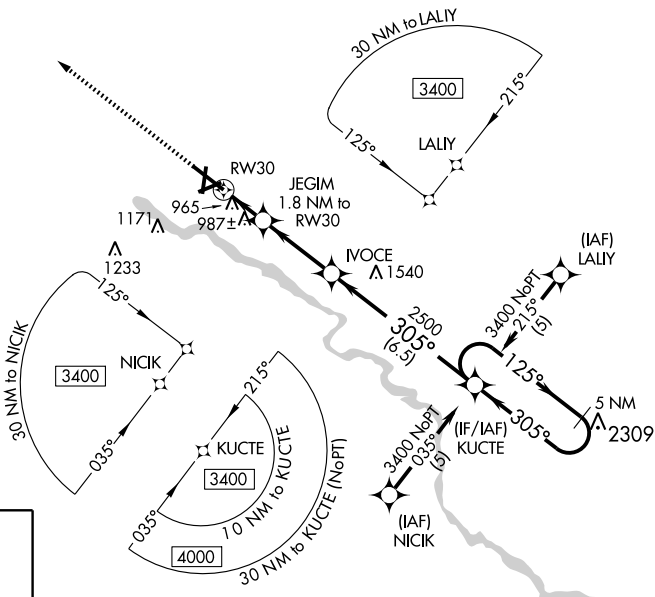
⚠ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR

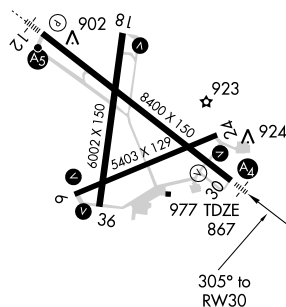


MISSED APPROACH: Climb to 3400 direct EYUCE and hold.



ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rwy 6, 18, 24, and 36

<div><div>3400 ↑</div><div>EYUCE </div></div>		5 NM Holding Pattern			
*LNAV only 		<div><div>125°</div><div>← 305°</div><div>3400</div><div>GS 3.00° TCH 50</div></div>			
CATEGORY	A		B	C	D
LPV DA			1117-3/4	250 (300-3/4)	
LNAV/ VNAV			1299-1½	432 (500-1½)	
LNAV MDA	1300-3/4		433 (500-3/4)	1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1380-1½ 507 (600-1½)				1480-2 607 (700-2)

WATERLOO, IOWA

Orig 09015

42°33'N-92°24'W

WATERLOO RGNL (AL0)

RNAV (GPS) RWY 30

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6002
005°	TDZE	869
	Apt Elev	873

RNAV (GPS) RWY 36

WATERLOO RGNL (A.L.O.)

V GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

A NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct GOPEV WP and hold.

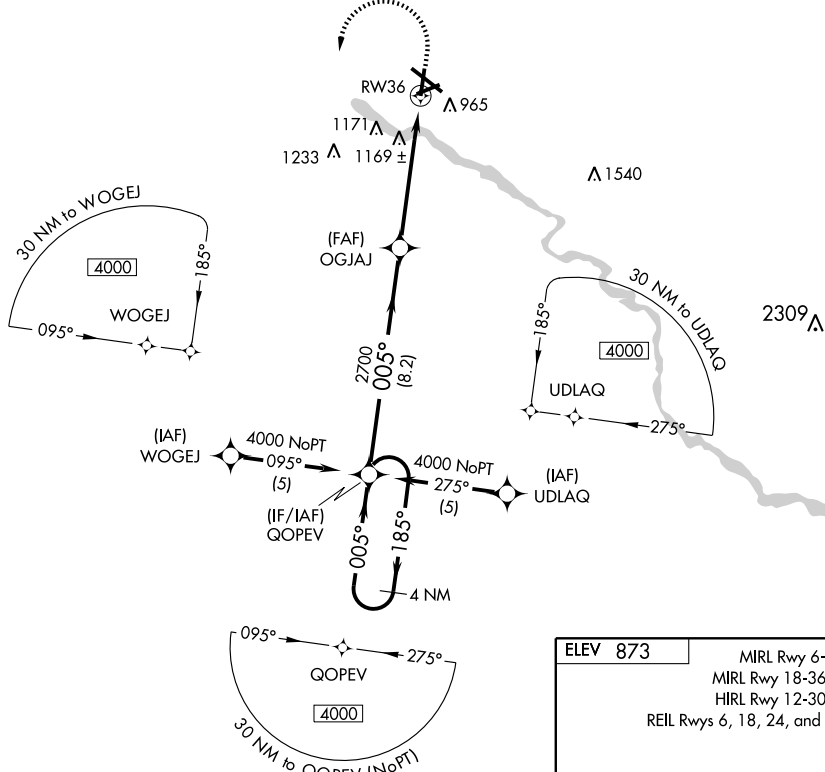
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



4 NM
Holding Pattern

GOPEV

OGJAJ

2000

4000

GOPEV

4000

185°

005°

005°

2700

OGJAJ

1.6 NM to RW36

3.07°

TCH 40

RW36

8.2 NM

3.9 NM

1.6

CATEGORY

A

B

C

D

LNAV MDA

1420-1

551 (600-1)

1420-1½

551 (600-1½)

1420-1¾

551 (600-1¾)

CIRCLING

1420-1

547 (600-1)

1420-1½

547 (600-1½)

1480-2

607 (700-2)

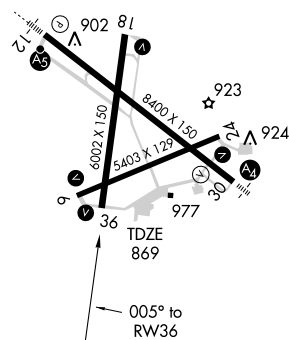
ELEV 873

MIRL Rwy 6-24

MIRL Rwy 18-36

HIRL Rwy 12-30

REIL Rws 6, 18, 24, and 36



VORTAC ALO
112.2
Chan **59**

APP CRS
294°

Rwy Idg
TDZE
Apt Elev **873**

VOR/DME RWY 30
WATERLOO RGNL (ALO)

▼ Inoperative table does not apply to Cat C.
▲ If local altimeter setting not received, use Independence
altimeter setting and increase all MDAs 80 feet.

MALSR
=

MISSED APPROACH: Climb to 3500 via ALO R-302 to
SEATS Int/13.3 DME and hold.

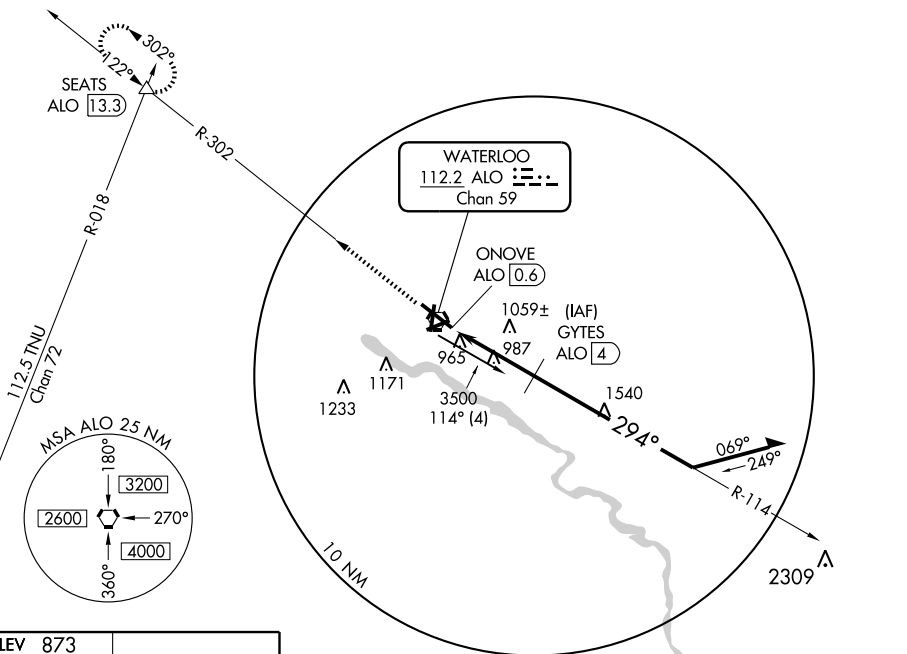
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

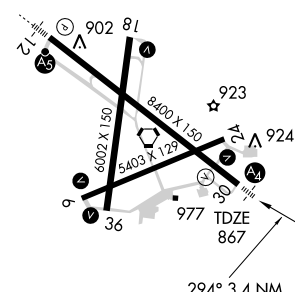
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



ELEV 873



3500
↑
ALO R-302

SEATS
△

GYTES
ALO 4

Remain
within 10 NM

ONOVE
ALO 0.6

ALO 1.8

2100

VGS and descent
angles not coincident.

CATEGORY	A	B	C	D
S-30	1320-¾ 453 (500-¾)		1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rws 6, 18, 24, and 36

WATERLOO, IOWA
Amdt 15 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)
VOR/DME RWY 30

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC ALO <u>112.2</u> Chan 59	APP CRS 052°	Rwy Idg 5403 TDZE 868 Apt Elev 873
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VOR RWY 6
WATERLOO RGNL (ALO)

T When control tower closed, straight-in minimums not
A NA authorized at night.

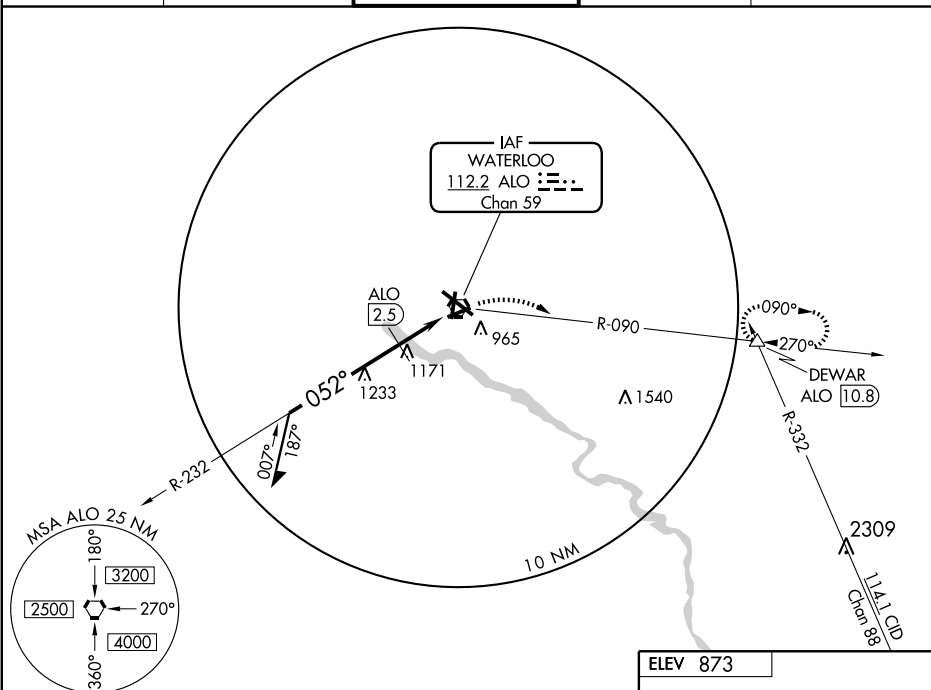
MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) **L** 257.8

GND CON
121.9 269.1

UNICOM
122.95

Remain
within 10 NM

VORTAC

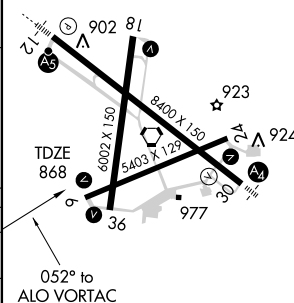
2600 :

ALO

1560

A diagram showing a rectangular region with a width of 2 nm and a height of 0.5 nm. The width is indicated by a horizontal double-headed arrow labeled "2 nm". The height is indicated by a vertical double-headed arrow labeled "0.5". The rectangle is filled with a solid black color.

3300

DEWAR
^

CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rwys 6, 18, 24, and 36

VORTAC ALO
112.2
Chan **59**

APP CRS
127°

Rwy Idg
TDZE **873**
Apt Elev **873**

VOR RWY 12
WATERLOO RGNL (ALO)

▼ If local altimeter setting not received, use Independence
▲ altimeter setting and increase all MDAs 80 feet.

MALSR
A5

MISSED APPROACH: Climbing left turn to 3300 via ALO
R-090 to DEWAR Int and hold.

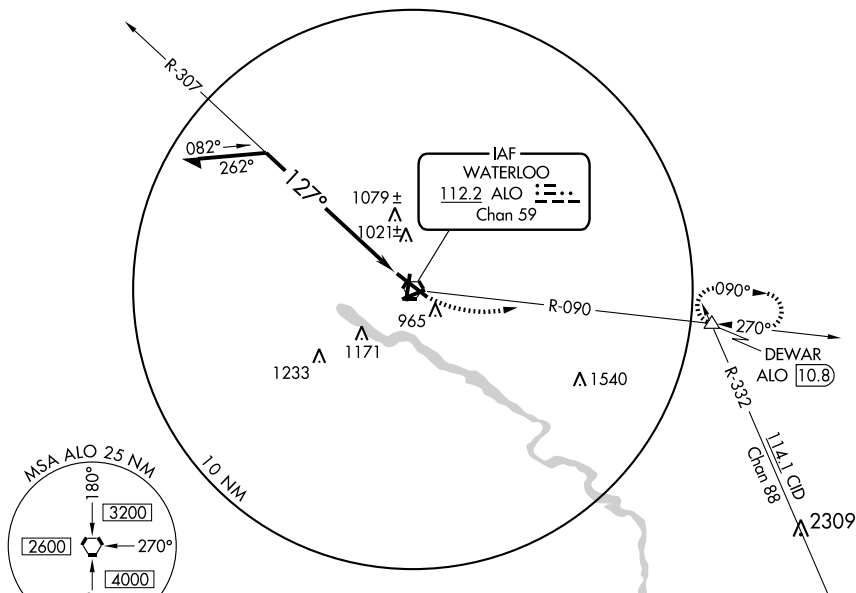
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

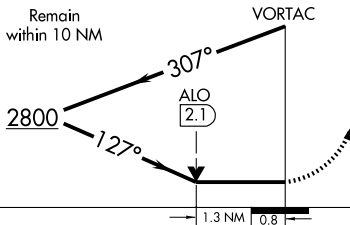
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



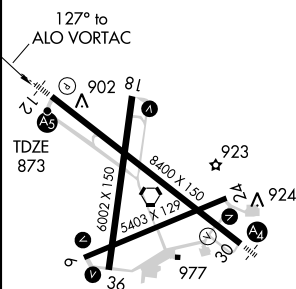
Remain
within 10 NM



3300
ALO R-090

DEWAR
△

ELEV 873



CATEGORY	A	B	C	D
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rws 6, 18, 24, and 36

VORTAC ALO 112.2 Chan 59	APP CRS 165°	Rwy Idg TDZE Apt Elev	6002 870 873
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VOR RWY 18

WATERLOO RGNL (ALO)



MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

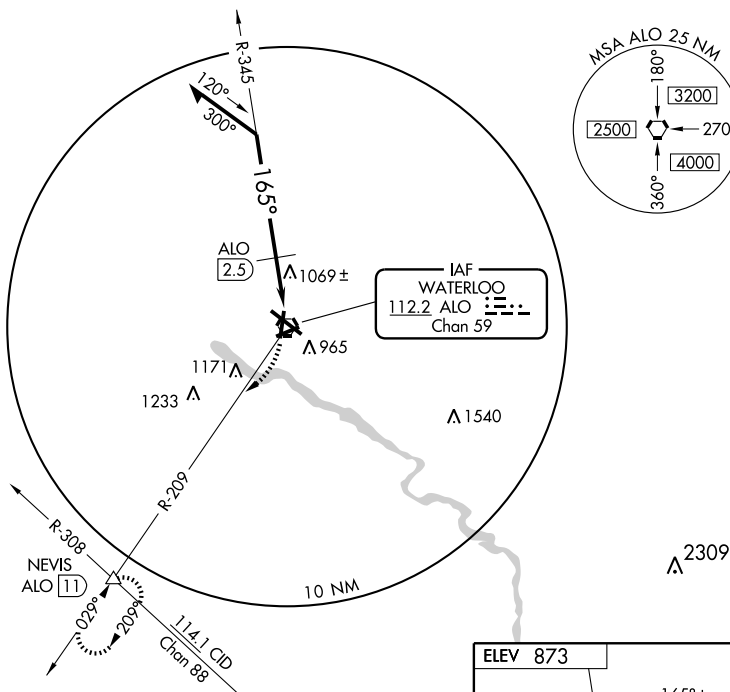
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

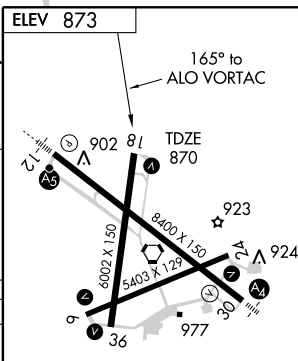
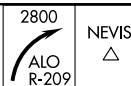
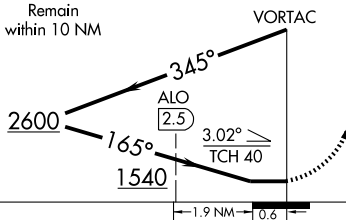
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



Remain within 10 NM



CATEGORY	A	B	C	D
S-18	1540-1 670 (700-1)		1540-1 670 (700-1 3/4)	1540-2 670 (700-2)
CIRCLING	1540-1 667 (700-1)		1540-1 667 (700-1 3/4)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1 450 (500-1)		1320-1 450 (500-1 1/4)	1320-1 450 (500-1 1/2)
CIRCLING	1380-1 507 (600-1)		1380-1 507 (600-1 1/2)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rws 6, 18, 24, and 36

VORTAC ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg TDZE Apt Elev	5403 867 873
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VOR RWY 24

WATERLOO RGNL (ALO)

▼ When control tower closed, straight-in minimums not authorized at night.

▲ NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

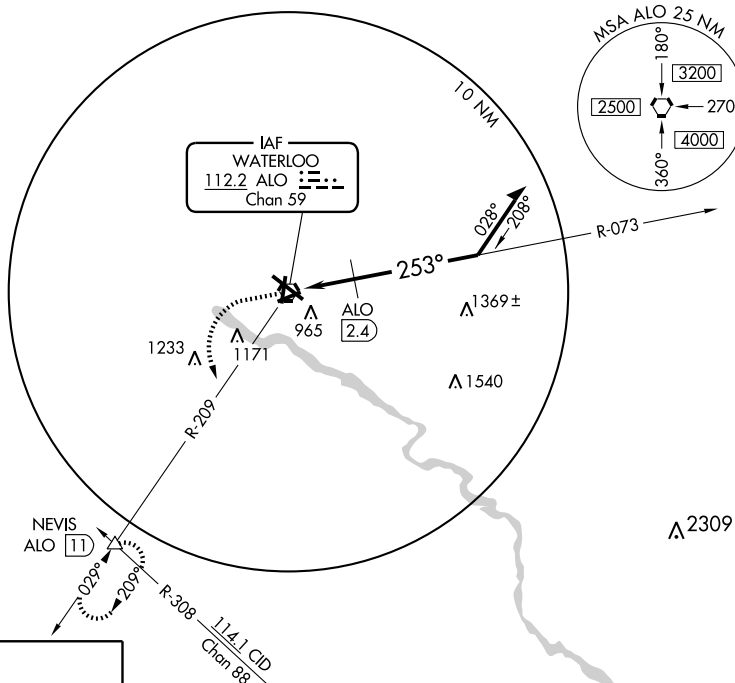
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

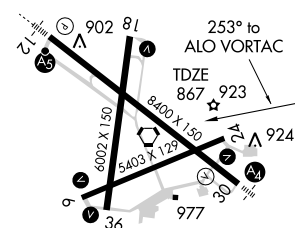
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

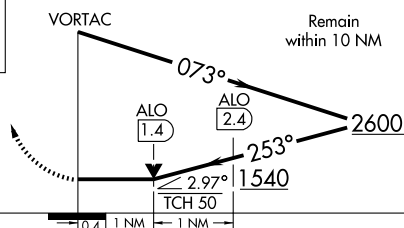
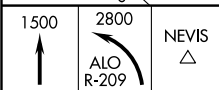
UNICOM
122.95



ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwy 6, 18, 24, and 36



CATEGORY	A	B	C	D
S-24	1540-1	673 (700-1)	1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1	667 (700-1)	1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	016°	TDZE	869
Chn 59		Apt Elev	873

VOR RWY 36
WATERLOO RGNL (ALO)

T
A NA

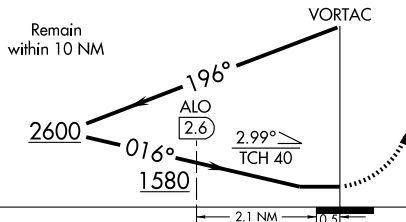
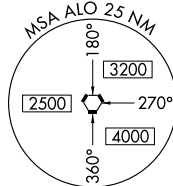
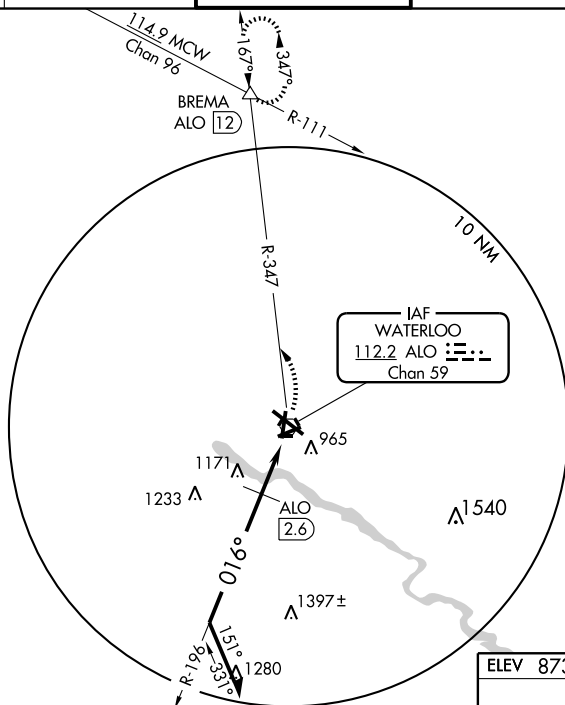
MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS
120.65

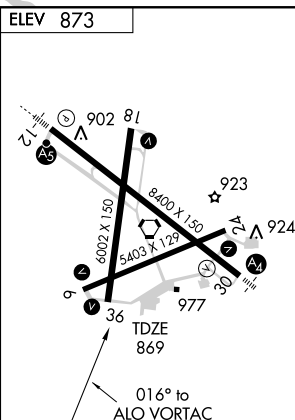
WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) **L** 257.8

GND CON
121.9 269.1

UNICOM
122.95

2800 ALO R-347	BREMA △
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CATEGORY	A	B	C	D
S-36	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2 $\frac{1}{4}$ 711 (800-2 $\frac{1}{4}$)
CIRCLING	1580-1	707 (800-1)	1580-2 707 (800-2)	1580-2 $\frac{1}{4}$ 707 (800-2 $\frac{1}{4}$)
DME MINIMUMS				
S-36	1440-1	571 (600-1)	1440-1 $\frac{1}{2}$ 571 (600-1 $\frac{1}{2}$)	1440-1 $\frac{3}{4}$ 571 (600-1 $\frac{3}{4}$)
CIRCLING	1440-1	567 (600-1)	1440-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 **L**
HIRL Rwy 12-30 **L**
REIL Rwys 6, 18, 24, and 36

WATERLOO, IOWA
Amdt 17A 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)
VOR RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3. 23 SEP 2010 to 21 OCT 2010

WAUKON N43°16.81' W91°32.24' NOTAM FILE FOD.
(L) **VORTAC** 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E.
RCO 122.1R 116.6T (FORT DODGE RADIO)

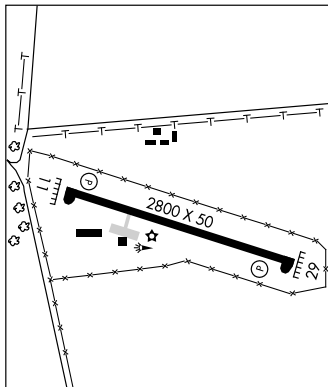
CHICAGO
L-28G

WAUKON MUNI (YØ1) 1 NE UTC-6(-5DT) N43°16.83' W91°28.17'
1281 **FUEL** 100LL NOTAM FILE FOD
RWY 07-25: H2413X60 (ASPH) LIRL 0.9% up W
RWY 07: Sign.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CHICAGO

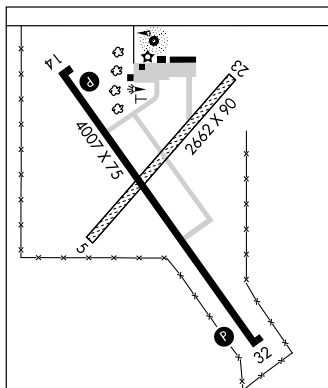
WAVERLY MUNI (C25) 2 NW UTC-6(-5DT) N42°44.52' W92°30.48'
992 B S3 **FUEL** 100LL NOTAM FILE FOD
RWY 11-29: H2800X50 (ASPH) S-12.5, D-16 LIRL 0.3% up NW
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 30'.
AIRPORT REMARKS: Attended 1400-2300Z±. Ground drops off approximately 50-75 ft at end of Rwy 11 safety area. Rwy 11 P-lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11-29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)
CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z±)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' 331° 12.1 NM to fld. 865/6E.
HIWAS.

CHICAGO
L-28F
IAP



WEBSTER CITY MUNI (EBS) 3 SW UTC-6(-5DT) N42°26.19' W93°52.14'
1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS
RWY 14-32: H4007X75 (CONC) S-15 MIRL 0.4% up NW
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Fence.
RWY 05-23: 2662X90 (TURF)
RWY 05: Fence.
AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 05-23 CLOSED Nov-Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS-3 127.825 (515) 832-2794.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 112° 21.6 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 323 EBS N42°26.48' W93°52.16' at fld.
NOTAM FILE EBS.

OMAHA
L-12J
IAP



WEST UNION N42°56.63' W91°46.94' NOTAM FILE FOD.
NDB (MHW) 278 XWY 350° 2.5 NM to George L. Scott Muni.

CHICAGO
L-28F

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev	N/A N/A 992
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VOR or GPS-A
WAVERLY MUNI (C25)

▼ RADAR not available when Waterloo Tower is closed.
▲ NA Use Waterloo altimeter setting.

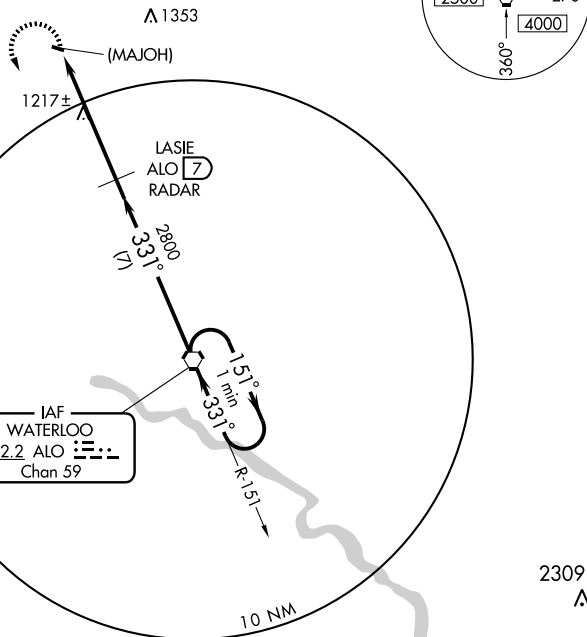
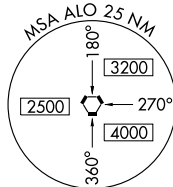
MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) **0**

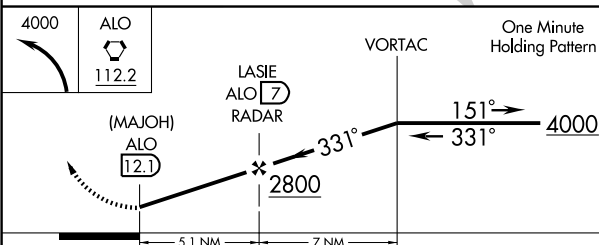
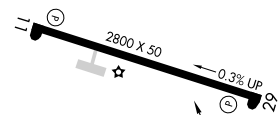
DME or RADAR REQUIRED

NoPT for arrivals on
ALO VORTAC airway
radials 090°
clockwise 209°



IAF
WATERLOO
112.2 ALO
Chan 59

ELEV 992



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1540-1	550 (600-1)	1540-1½ 550 (600-1½)	NA

WAUKON N43°16.81' W91°32.24' NOTAM FILE FOD.
(L) **VORTAC** 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E.
RCO 122.1R 116.6T (FORT DODGE RADIO)

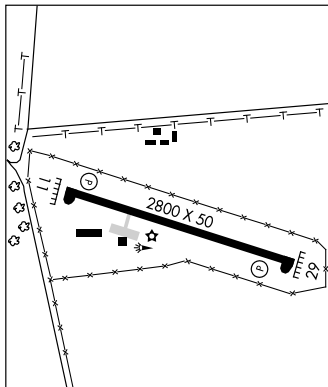
CHICAGO
L-28G

WAUKON MUNI (YØ1) 1 NE UTC-6(-5DT) N43°16.83' W91°28.17'
1281 **FUEL** 100LL NOTAM FILE FOD
RWY 07-25: H2413X60 (ASPH) LIRL 0.9% up W
RWY 07: Sign.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CHICAGO

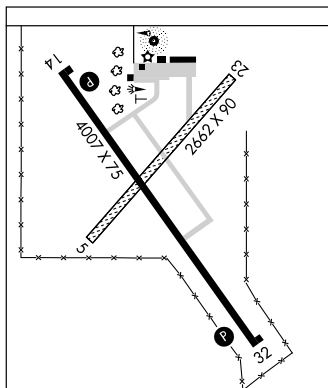
WAVERLY MUNI (C25) 2 NW UTC-6(-5DT) N42°44.52' W92°30.48'
992 B S3 **FUEL** 100LL NOTAM FILE FOD
RWY 11-29: H2800X50 (ASPH) S-12.5, D-16 LIRL 0.3% up NW
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 30'.
AIRPORT REMARKS: Attended 1400-2300Z±. Ground drops off approximately 50-75 ft at end of Rwy 11 safety area. Rwy 11 P-lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11-29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)
CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z±)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' 331° 12.1 NM to fld. 865/6E.
HIWAS.

CHICAGO
L-28F
IAP



WEBSTER CITY MUNI (EBS) 3 SW UTC-6(-5DT) N42°26.19' W93°52.14'
1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS
RWY 14-32: H4007X75 (CONC) S-15 MIRL 0.4% up NW
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Fence.
RWY 05-23: 2662X90 (TURF)
RWY 05: Fence.
AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 05-23 CLOSED Nov-Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS-3 127.825 (515) 832-2794.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 112° 21.6 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 323 EBS N42°26.48' W93°52.16' at fld.
NOTAM FILE EBS.

OMAHA
L-12J
IAP



WEST UNION N42°56.63' W91°46.94' NOTAM FILE FOD.
NDB (MHW) 278 XWY 350° 2.5 NM to George L. Scott Muni.

CHICAGO
L-28F

NDB EBS 323	APP CRS 330°	Rwy Idg TDZE Apt Elev	4007 1121 1121
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NDB RWY 32

WEBSTER CITY MUNI (EBS)



NA

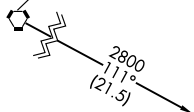
MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3
127.825

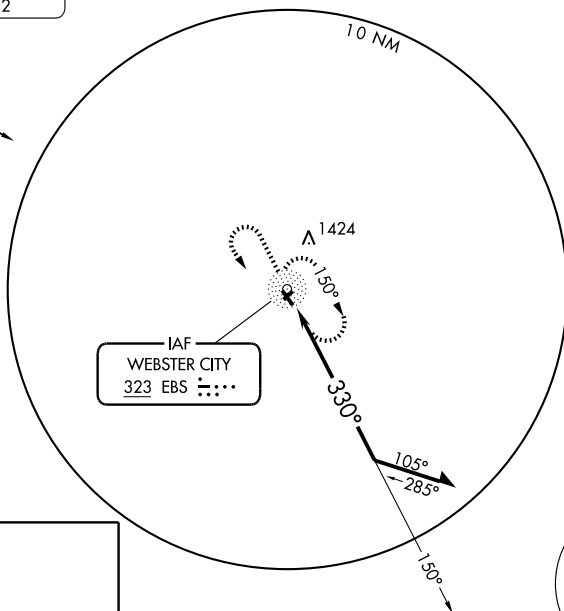
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0

FORT DODGE
113.5 FOD
Chan 82



△ 1760

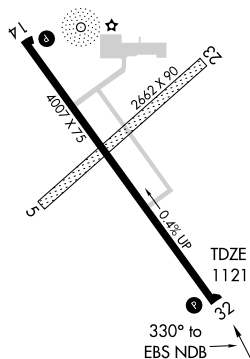


IAF
WEBSTER CITY
323 EBS

MSA EBS 25 NM

2800

ELEV 1121



2700



EBS



323

NDB

Remain
within 10 NM

150°

330°

2700

CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

REIL Rwy 14 and 32
MIRL Rwy 14-32 0

WAAS CH 90516 W32A	APP CRS 321°	Rwy Idg TDZE 1122 Apt Elev 1122	4007
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RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

Baro-VNAV NA when using Clarion altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Clarion altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

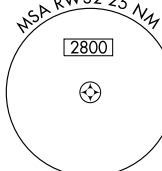
MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

AWOS-3
127.825

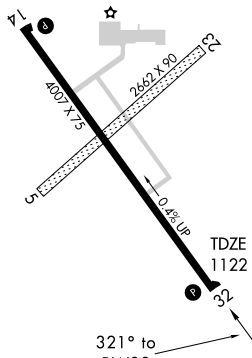
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0

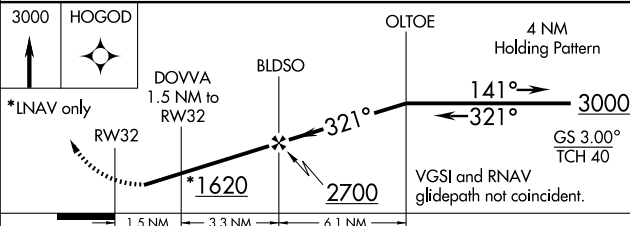
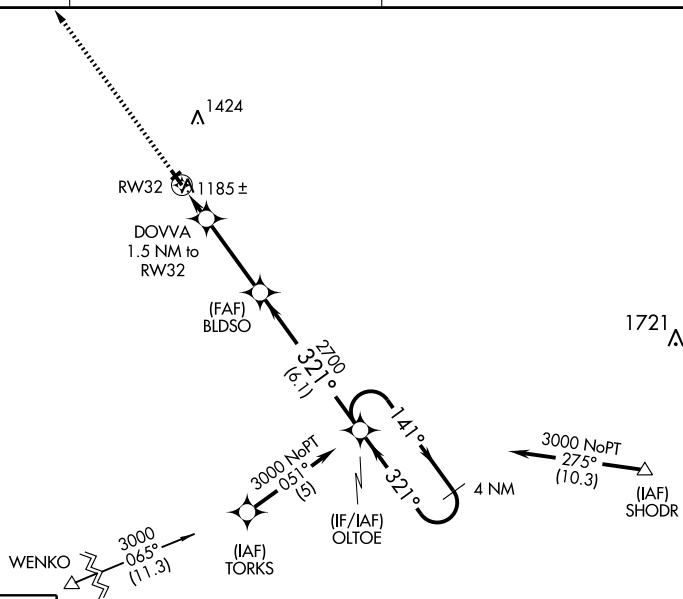
MISSED APCH FIX



ELEV 1122



REIL Rwy 14 and 32
MIRL Rwy 14-32 0



CATEGORY	A	B	C	D
LPV DA	1397-1	275 (300-1)		NA
LNAV/VNAV DA	1435-1	313 (400-1)		NA
LNAV MDA	1480-1	358 (400-1)		NA
CIRCLING	1540-1 418 (500-1)	1580-1 458 (500-1)	1640-1½ 518 (600-1½)	NA

WEBSTER CITY, IOWA
Orig 11FEB10

42°26'N - 93°52'W

WEBSTER CITY MUNI (EBS)
RNAV (GPS) RWY 32

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC FOD 113.5 Chan 82	APP CRS 111°	Rwy ldg TDZE 1116 Apt Elev 1121
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VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)



MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0

NoPT for arrival on FOD VORTAC airway radials 215° clockwise to 003°.

1760

MERYM
FOD **16**

1424

(MAFED)

10 NM

ELEV 1121

111° 5.3 NM
from FAF

TDZE
1116

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

REIL Rwy 14 and 32
MRL Rwy 14-32 **0**

WEBSTER CITY, IOWA

Amdt 4 10042

One Minute
Holding Pattern

VORTAC

MERYM
FOD **16**

2800

FOD R-111

MERYM
INT

2800 ← 291°
111° →

2800

(MAFED)
FOD **21.3**

16 NM

5.3 NM

CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

WEBSTER CITY MUNI (EBS)

42°26'N - 93°52'W

VOR/DME or GPS RWY 14

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WEST UNION

GEORGE L SCOTT MUNI (3Y2) 1 NE UTC-6(-5DT) N42°59.11' W91°47.44'

CHICAGO

1232 B FUEL 100LL NOTAM FILE FOD

RWY 17-35: H4248X60 (CONC) S-21, D-21 MIRL 0.9% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 43'.

AIRPORT REMARKS: Unattended. For fuel call 563-422-5842 or 563-422-3966, no credit cards. Drop-off within rwy safety area E of Rwy 17-35 at approximately 1500' from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MINNEAPOLIS CENTER APP/DEP CON 118.85

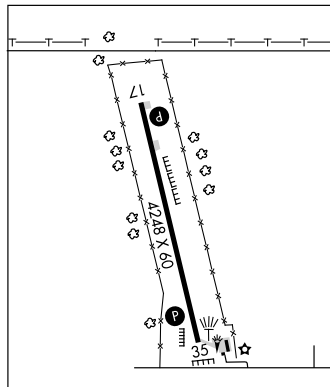
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 207° 20.9 NM to fld. 1288/5E.

WEST UNION NDB (MHW) 278 XWY N42°56.63' W91°46.94'

350° 2.5 NM to fld.



WINTERSET-MADISON CO (3Y3) 2 N UTC-6(-5DT) N41°21.77' W94°01.26'

OMAHA

1110 B S4 FUEL 100LL, JET A TPA-1910(800) NOTAM FILE FOD

RWY 14-32: H3000X50 (ASPH) MIRL 0.6% up NW

RWY 14: PAPI(P4L). Thld dsplcd 175'.

RWY 32: PAPI(P2L) Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun on call. Ultralight and sky diving activity on and in/ov arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32-CTAF.

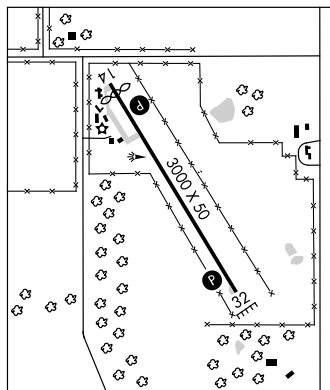
COMMUNICATIONS: CTAF/UNICOM 122.7

DES MOINES APP/DEP CON 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 248° 17.4 NM to fld. 940/7E. HIWAS.



WOODBINE MUNI (3Y4) 1 E UTC-6(-5DT) N41°44.17' W95°41.02'

OMAHA

1068 NOTAM FILE FOD

RWY 17-35: 2045X95 (TURF) LIRL

RWY 17: Thld dsplcd 455'. Trees.

RWY 35: Thld dsplcd 545'. Tree.

AIRPORT REMARKS: Unattended. Rwy 17-35 edges marked with yellow cones; dsplcd thlds marked with 3 yellow each side.

COMMUNICATIONS: CTAF 122.9

ZANGGER VINTAGE AIRPARK (See LARCHWOOD)

ZILOM N42°19.38' W90°35.94' NOTAM FILE DBQ.

NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

CHICAGO

APP CRS	Rwy Idg	4248
171°	TDZE	1232
	Apt Elev	1232

RNAV (GPS) RWY 17

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct KIRTS and hold.

MINNEAPOLIS CENTER

118.85

UNICOM

122.8 (CTAF) 01709± Δ

4 NM

171°

351°

(IF/IAF)
CADJU

3000 NoPT

261°

(5)

(IAF)
ETROY

Procedure NA for arrival
at UNK VORTAC
on V77 northeast bound.

FOYDE

3000

091°

(24.7)

(IAF)
OKZEF

3000 NoPT

081°

(5)

2900

171°

(6.1)

(FAF)
AKTOY

1359±

RW17

1436± Δ

1383

 Δ 1618

MISSED APCH FIX

KIRTS

171°

351°

4 NM

MSA RW17 25 NM

3200

ELEV 1232

171° to
RW17TDZE
1232

0.9% UP

4248 x 60

35

MIRL Rwy 17-35

4 NM
Holding Pattern

CADJU

3000

351°

171°

171°

AKTOY

2900

3.04°

TCH 45

RW17

6.1 NM

5 NM

CATEGORY

A

B

C

D

LNAV MDA

1620-1

388 (400-1)

NA

CIRCLING

1740-1

508 (600-1)

1740-1½

508 (600-1½)

NA

APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

RNAV (GPS) RWY 35

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct CADJU and hold.

MINNEAPOLIS CENTER

118.85

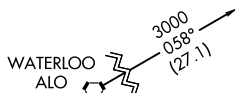
UNICOM

122.8 (CTAF) 0

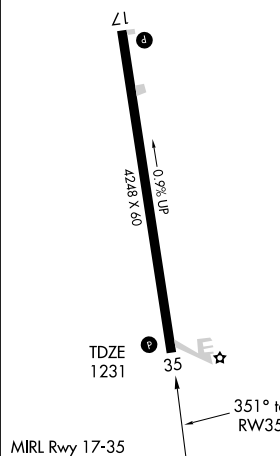
MISSED APCH FIX



Procedure NA for arrival at ALO VORTAC on airway radials 035 CW 090.



ELEV 1232



1436 ± Δ

Δ 1383

Δ 1618

(FAF) GEZUM

2900

(6.1)

(IAF) HOWEE

3000 NoPT 081° (5)

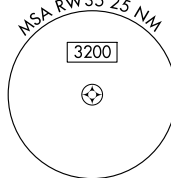
(IF/IAF) KIRTS

3000 NoPT 261° (5)

(IAF) MESTO

3000 276° (27.5) CASSY

Δ 2120

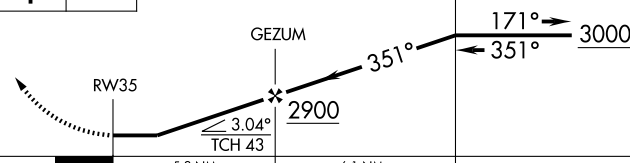


3000

CADJU

VGS and descent angles not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1660-1 429 (500-1)	1660-1¼ 429 (500-1¼)	1660-1½ 429 (500-1½)	NA
CIRCLING	1740-1 508 (600-1)	1740-1½ 508 (600-1½)	1740-2 508 (600-2)	NA

VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev	N/A N/A 1232
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VOR/DME-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet and increase Cat C visibility ¼ mile.

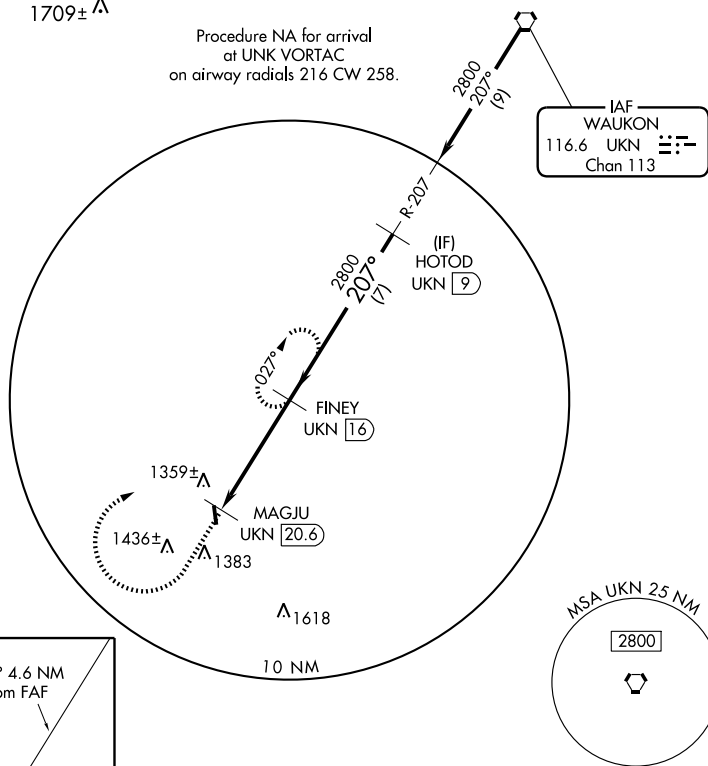
MISSED APPROACH: Climb to 2800 then right turn via heading 060° and UKN R-207 to FINEY/UKN 16 DME and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) 0

1709±[△]

Procedure NA for arrival
at UNK VORTAC
on airway radials 216 CW 258.



ELEV 1232

207° 4.6 NM
from FAF



MRL Rwy 17-35

	2800	↑	hdg 060°	UKN R-207	FINEY UKN 16	Procedure Turn NA
					FINEY UKN 16	HOTOD UKN 9
					MAGJU UKN 20.6	
					207°	207°
					2800	2800
					4.6 NM	7 NM
CATEGORY	A	B	C	D		
CIRCLING	1740-1 508 (600-1)	1740-1¼ 508 (600-1¼)	1740-1½ 508 (600-1½)	NA		

WEST UNION, IOWA

Amdt 4 29JUL10

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

42°59'N-91°47'W

VOR/DME-A

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

WEST UNION

GEORGE L SCOTT MUNI (3Y2) 1 NE UTC-6(-5DT) N42°59.11' W91°47.44'

CHICAGO

1232 B FUEL 100LL NOTAM FILE FOD

RWY 17-35: H4248X60 (CONC) S-21, D-21 MIRL 0.9% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 43'.

AIRPORT REMARKS: Unattended. For fuel call 563-422-5842 or 563-422-3966, no credit cards. Drop-off within rwy safety area E of Rwy 17-35 at approximately 1500' from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MINNEAPOLIS CENTER APP/DEP CON 118.85

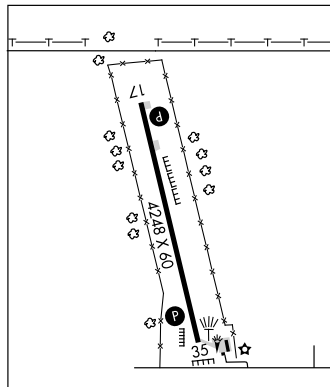
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WEST UNION NDB (MHW) 278 XWY N42°56.63' W91°46.94'

350° 2.5 NM to fld.



L-28F

IAP

WINTERSET-MADISON CO (3Y3) 2 N UTC-6(-5DT) N41°21.77' W94°01.26'

OMAHA

1110 B S4 FUEL 100LL, JET A TPA-1910(800) NOTAM FILE FOD

L-121, 27A

RWY 14-32: H3000X50 (ASPH) MIRL 0.6% up NW

IAP

RWY 14: PAPI(P4L). Thld dsplcd 175'.

RWY 32: PAPI(P2L) Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun on call. Ultralight and sky diving activity on and invof arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32-CTAF.

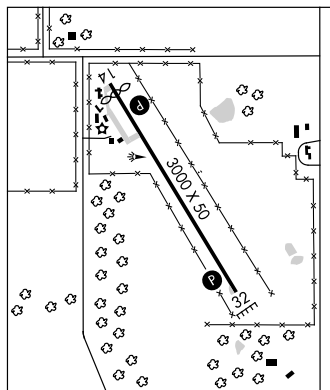
COMMUNICATIONS: CTAF/UNICOM 122.7

DES MOINES APP/DEP CON 135.2

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OMAHA

1068 NOTAM FILE FOD

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COMMUNICATIONS: CTAF 122.9

ZANGGER VINTAGE AIRPARK (See LARCHWOOD)

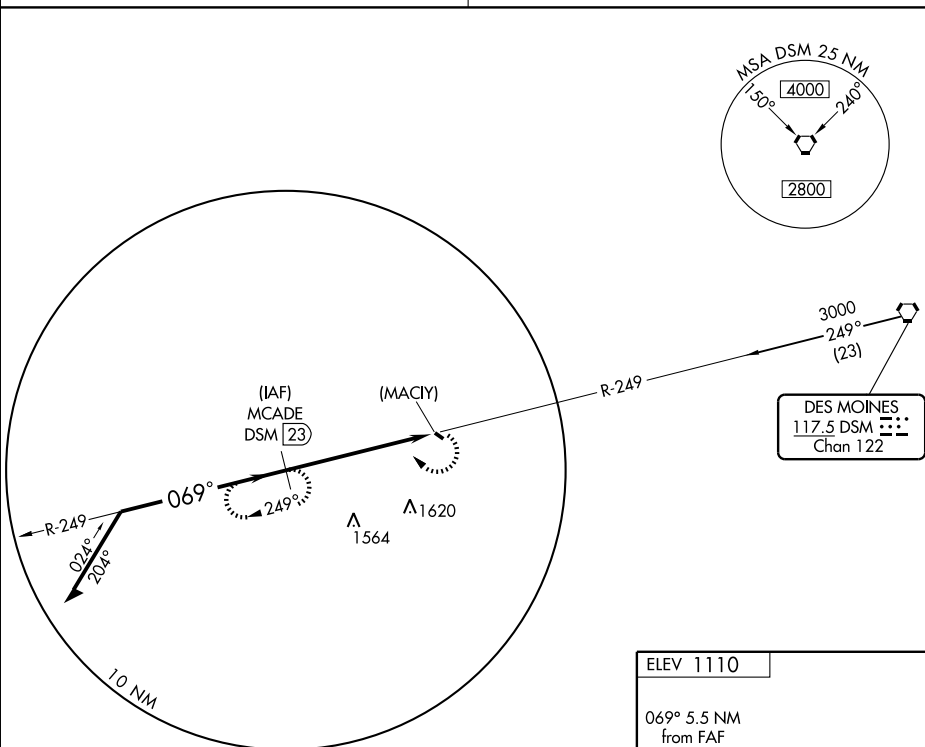
ZILOM N42°19.38' W90°35.94' NOTAM FILE DBQ.

CHICAGO

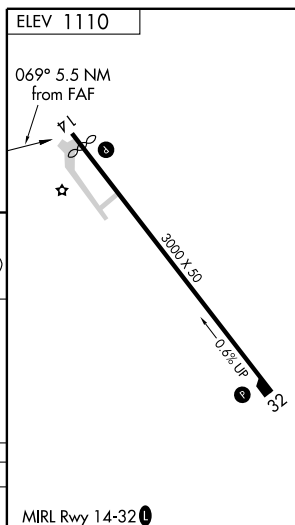
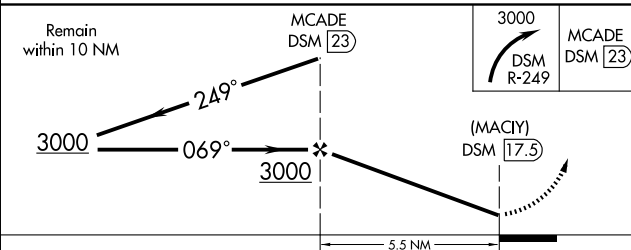
NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

VOR/DME or GPS-A
WINTERSET-MADISON COUNTY (3Y3)

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

UNICOM
122.7 (CTAF) **L**

1725



CATEGORY	A	B	C	D
CIRCLING	1780-1 670 (700-1)		NA	

WINTERSET-MADISON COUNTY (3Y3)
VOR/DME or GPS-A

NC-3. 23 SEP 2010 to 21 OCT 2010